

THE Hongkong Weekly Press

AND

China Overland Trade Report.

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BIRTHS.

At Swatow, on the 15th December, the wife of J. SCHLUTER, of a son.

At 1, Seymour Road, on the 18th December, the wife of A. E. HODGINS, of a son.

At 4 Seymour Terrace, on the 19th December, the wife of Mr. GEORGE GRIMBLE, of a daughter.

ARRIVALS OF MAILS.

The German mail of the 14th November arrived, per N.D.L. steamer *Prinz Heinrich*, on the 16th December (32 days); the French mail of the 18th November arrived, per M. M. steamer *Indus*, on the 19th December (31 days); the American mail of the 19th November arrived, per O. & O. steamer *Belgie*, on the 21st December (32 days); and the American mail of the 16th November arrived, per P. M. steamer *Astec*, on the 23rd December (37 days).

EPITOME OF THE WEEK.

Lord Charles Beresford is now visiting the Coast Ports on his way down from Shanghai to Hongkong and is expected to leave Hongkong for Japan on the 5th January.

Count and Countess Alexandre di Donato arrived at Singapore from Europe by the *Prinz Heinrich*. The Count is on his way to Bangkok as Italian Minister to Siam.

The steamer *Toyo Maru*, formerly the P. & O. steamer *Zambesi*, has been sold to a Chinese syndicate at Yokohama for 65,000 yen. She was built at Glasgow in 1873.

Mr. Pavloff arrived at Shanghai on the 17th December by H.R.M.S. *Gremiastchy* from Port Arthur and is to make a run to Hankow, after which he proceeds to his post at Seoul. The *Gremiastchy* returns to Port Arthur.—*N. C. Daily News*.

We hear that the Chinese at Canton, both mandarins and populace, are well satisfied with the verdict and sentence in the Toulmin case, but consider it a hardship that the friends of the murdered man should have been called upon to pay the costs of the trial.

A special telegram to the *N. C. Daily News* dated Nanking, 11th December, says:—H. E. Viceroy Liu is still determined to resist the demands of the French, and the cruiser *Descartes* has returned to this city and anchored opposite Hsiakuan as if waiting for further developments.

The *Siam Free Press* contradicts the rumour that Mr. Li lies-seeks to be naturalised in France. Mr. Lillie has given that journal to understand that he intends to remain a British subject. Early next year, Mr. Lillie leaves Europe for Japan and China, but whether in a commercial or a journalistic capacity is not certain.

A Chinanfu, Shantung, telegram reports that H. E. Li Hang-chang, Imperial Inspector of the Yellow River, arrived at that city on the 11th instant and was met there by H. E. Jen Tao-yung, Director-General of the Yellow River, and Chang Ju-mei, Governor of Shantung, prior to a joint tour over the whole region.—*N. C. Daily News*.

From the *N. C. Daily News* we learn that Tsai Taotai sent on the 16th December a dispatch to the British and U.S. Consuls-General of Shanghai notifying them that he is now ready to commence the work of delimiting the boundaries of the British and American Settlement extensions, in obedience to instructions from Viceroy Liu at Nanking.

A salvage party under the direction of Mr. Moulds, the Manager of the Tanjong Pagar Dock Co., was to leave Singapore on the afternoon of the 15th December for Labuan in the Company's tug boat *Mercury*, with pumps and other necessary gear, to render assistance to the s.s. *Abana*, which has been wrecked near Labuan while on a voyage to Port Arthur, laden with coal.

A few days ago a missionary family narrowly escaped extermination at Soochow. It appears the cook had been dismissed and a couple of days afterwards all the members of the family were taken ill. Medical aid was called in and it was found the whole family had been poisoned with arsenic, the cook having placed the poison in the baking powder. Fortunately the quantity was excessive so that it induced vomiting, which saved the lives of the intended victims. Search was made for the cook, but he had already made his escape.—*Union*.

The *N. C. Daily News* publishes the following special telegram dated Chungking, 12th December:—The Chinese General Chou has been captured by Yu Man-tze. There is reason to believe that force will be used to suppress the brigands, but it is not safe to rely upon the troops.

We hear that the Chinese Government is sending a commercial mission to Europe and America, which is on its return to make a full report to the Throne, especially with reference to the establishment of a Board of Trade at Peking. The mission leaves in the spring and returns in the autumn. It will consist of two members, both of whom we understand are connected with the direction of the Imperial Bank of China.

A sham-fight took place at Shanghai on the 14th December between the crew of H.M.S. *Phoenix* and the Shanghai Volunteers. The general idea was as follows:—Shanghai was fully protected, but as parties of the "enemy" (*Phoenix*) had been ravaging the country in the neighbourhood, a force composed of all arms was detached from the Shanghai garrison with orders to, if possible, find their main position and dislodge them from it. According to the report of the *N. C. Daily News* the Volunteers in trying to carry the enemy's position exposed themselves to annihilation.

A fire occurred at Singapore on the 11th December at No. 4 Clark Quay, a godown occupied by Messrs. Sandilands, Battery and Co., which was stored with a quantity of copra, black and white pepper, tapioca, coffee, &c. The building, which was owned by Mr. Goh Ban Whatt, of 4 Clark Quay, and which was insured for \$3,000 with the London and Lancashire Co., was completely gutted. The damage to the produce, which is covered by insurance with the National Insurance Co. of Ireland and the Northern Insurance Co., \$40,000 each, is estimated at between \$50,000 and \$60,000.

There is published in the *Gazette* a despatch from Viscount Gough to the Marquess of Salisbury, dated Berlin, 21st October, reading as follows:—With reference to Sir F. Lascelles' despatch No. 252 of the 6th ultimo, I have the honour to inform your Lordship that it is stated in the *Cologne Gazette* that within the territory included in the free port to Kiaochau, no duties will be levied on goods to be consumed in the German district, with the exception of an excise duty on opium. Only goods in transit from and to Chinese territory will be subjected to duty, according to the rates fixed by the Treaties.

We (*Straits Times*) have already reported the accident to the steamer *Abana*, recently stranded near Labuan. Messrs. Syme and Co., Lloyd's Agents at Singapore, ask us to give publicity to a telegram they have received from the Master of that vessel. He states that the rock on which the ship struck is not marked on the charts, and he gives its exact position as lat. 5.6.45 N. and long. 115.6.45 E. The rock is described as a pinnacle, having a depth of 29 feet of water over it at half ebb, the rise and fall of the tide being 10 feet. A temporary buoy has been placed to mark the position of the danger, a very real one to vessels entering Labuan Harbour, as it is almost in the middle of the western entrance of Brunel Bay.

THE SHANGHAI CHAMBER OF COMMERCE AND LORD CHARLES BERESFORD'S MISSION.

(Daily Press, 19th December.)

The Committee of the Shanghai General Chamber of Commerce have passed a resolution, which has been forwarded to Lord CHARLES BERESFORD, to the effect that in the opinion of the Committee the interests of both China and the Foreign Powers having commercial relations with her require that the equality of rights as secured by the existing treaties be strictly safeguarded against any changes of an exclusive or preferential nature in favour of different nations in any part of the Empire, and further that it is desirable that in order to effect this end a general agreement be entered into between the Powers interested guaranteeing the equality of commercial rights and privileges to all nations alike. As an expression of opinion in favour of the policy of the open door this resolution will command the support of all Britishers in China and probably of all or nearly all merchants of other nationalities. The Committee has confined itself strictly to the commercial aspect of the question and has not touched it upon its political side, being apparently unconcerned with regard to political spheres of influence so long as an open door for trade is secured. As an international body the Chamber has perhaps not been more than prudent in eschewing political controversy, though it might possibly have safely ventured on some expression of opinion with regard to the measures of internal reform required in China. The China Association, being an exclusively British body, will have less reason than the Chamber of Commerce for reticence in recommending a definite line of policy for adoption. Like the Chamber of Commerce it will naturally favour the policy of the open door, and may think that that can be best secured by a general agreement amongst the Powers, but it would be advisable to go a little further and lay down the lines upon which that agreement should proceed. The disease from which China is suffering is internal, and it can only be cured by a radical reform of the administration. The crucial question is, who is to effect that reform? For the Powers simply to guarantee the integrity of China and then leave her to follow her own devices would be equivalent to guaranteeing the continuance of barbarism, and foreign life and property in the interior would become even more unsafe than they have been hitherto, for if the Peking Government were satisfied that no reprisals need be feared in the event of the murder of foreigners there would be little solicitude displayed for the prevention of outrages. When the Kucheng massacre occurred there was not a single Briton in China, we think, who would not have held our Government justified in exacting reparation in the shape of territorial concessions, and what would be held justifiable in our own case we must hold justifiable under similar circumstances in the case of others. The seizure of Kiaochow by Germany, for instance, as reparation for the murder of German missionaries, was both justifiable and prudent. If the integrity of China is to be preserved, therefore, steps must be taken to remove the cause which threatens its disintegration, which can only be done by the establishment of a strong and honest administration.

THE POST OFFICE.

(Daily Press, 17th December.)

Among the questions discussed at the last meeting of the Hongkong Chamber of Commerce that referring to the working of the Hongkong Post Office possessed the most general interest for the community. There is, we imagine, hardly a firm and not many individual residents in the colony who have not suffered more or less inconvenience during the past six months through some lapse by the Post Office, either in the late delivery of letters, the non-delivery or loss of the same, or from having to pay fines consequent on the theft of stamps on correspondence. It is small wonder that the members of the Chamber should have waxed impatient at the continuance of evils which have been so productive of annoyance and in many instances of loss. Nor is it marvellous that there should have been some difference of opinion as to the policy of the course pursued by the Committee. There seemed at first blush very good reasons why the Committee might have embraced the offer made by the Government, to appoint a Committee to inquire into the working of the Post Office, but it is evident that the General Committee felt that they had sound grounds for declining to avail themselves of the invitation, and the large majority of the members, when appealed to, sustained them in that decision. The remarks made on this subject by Major-General WILSON BLACK, in his valedictory address to the Legislative Council, also constitute a good reason why the Chamber should not embark on a long and tedious inquiry which will probably be rendered unnecessary by the recommendations of the gallant General. Moreover, if even there had proved to be a trio of the members of the Chamber who were willing to devote the time and trouble necessary for the conduct of such an investigation, it may be doubted whether they would have possessed the requisite knowledge for such a purpose. It seems to us that only an expert from St. Martin's-le-Grand could ascertain properly wherein lie the principal defects of the present system and the loopholes through which it is possible the thefts and irregularities are committed with impunity. It would probably take a trained postal official to show how checks should be imposed and precautions taken to prevent abuses and guarantee the safety of correspondence.

That many errors and shortcomings are the result of ignorance of a proper system of work may be taken for granted. Not one of the present staff, we believe, has ever served in an English Post Office, and from the Postmaster-General downward the employees of this department may be said to be amateurs at their work. This was all very well in the early days of the colony when mails were few, correspondence light, and the recipients confined to a mere handful. All that is changed. The mails are numerous, often exceedingly heavy, and only too frequently arrive together. The number of residents has largely increased, the garrison has trebled, the Navy has been doubled, and the work of sorting of letters has augmented tenfold. The Post Office meantime, with the exception of a small extension formed by taking in a portion of the ground floor of the Supreme Court some two years ago, remains the same, and is now so inadequate for the requirements that it is really not fair to expect the work to be properly carried on in such quarters. There is not nearly sufficient room and the confusion which attends the despatch or reception of several mails synchronously is

such that there is small cause for surprise that some letters should get wrongly despatched or that others should go wildly missing. We are not apologising for the failure of the Post Office to give satisfaction; but we certainly do think that the want of a specially built and commodious Post Office and of a trained Postmaster are more responsible for the breakdown of the Department than any individual shortcomings or unwillingness to improve. Mr. A. M. THOMSON, though a man of parts and qualified to shine in some departments, does not possess any technical knowledge of postal work to specially fit him to discharge duties which claim his attention. The Postmaster-General of this colony should, we think, be a specially trained man, and having regard to the stress and urgency of his work, he should never be saddled with other and outside duties. At the present moment, the occupant of the post also fills the very important office of Colonial Treasurer. This combination of posts was essayed before by one of his predecessors, who there is reason to believe shortened his days by too close application to his numerous duties and the anxious zeal with which he discharged them. Since his time, too, the work has greatly increased, and the resources of the Post Office have been still more strained. Whatever recommendations the late Head of the Executive has sent to Downing Street, we trust that mention of this important fact has not been overlooked.

A new Post Office is, we are aware, on the tapis, but, thanks to the Colonial Office, nothing has been settled yet, owing to a belief entertained there that the funds are not forthcoming. This is a matter that surely might safely be left to the Colonial Government. The result is that years must elapse before a new office can be erected. Perhaps in the meantime some other premises might be taken or temporary ones fitted up. No great improvement in the service can be looked for while the work has to be carried on in the existing building and by the existing staff. There are, however, some few matters that can be rectified, perhaps, or improved upon. Indeed, we understand that precautions against theft or opening of correspondence are now adopted, with what result we shall see anon. No doubt also greater care in sorting is being exercised; let us hope so. There is, however, something the public might do to assist in putting a stop to the pilfering of stamps from the letters. We mean by detaching the postage stamps before or on affixing them to the letters. Some of the Banks and Hongs do this by perforating them with initials or marks; but this method is not within the reach of all. If the Government would, as we believe is done in India, sanction some kind of pen cancellation prior to posting the letters the community generally could co-operate by disfiguring their stamps and so removing temptation from the way. It is of the greatest importance that the incentive to these stamps robberies should be removed, and it would appear that pen cancellation before posting would serve to effect this desired consummation, and so save much complaint as to non-receipt of correspondence.

Mr. Pritchard Morgan, M.P., was present at the annual installation meeting and dinner of the Royal Sussex Lodge, Shanghai.

The Penang Khean Guan Insurance Company held its thirteenth ordinary general meeting there on the 8th December. Accounts for the year ending on the 14th October last were submitted, showing a profit of over \$45,000. The declaration of a twelve per cent. dividend was sanctioned.

THE DESECRATION OF THE GLENELLY ROOKERY.

(Daily Press, 20th December.)

Two practical suggestions are made in our correspondence columns to-day with reference to Glenealy, one, by Mr. H. HUMPHREYS, that a subscription should be opened with a view of purchasing the ground on which it is proposed to build and presenting it to the public, and the other, by "Old Resident," that a public petition should be presented to the Government for the resumption of the land. With reference to Mr. HUMPHREYS's suggestion, we will be pleased to receive and acknowledge in our columns any subscriptions that may be sent in for the purpose indicated, but would suggest that before opening a subscription the effect of a petition to the Government should be tried. It is in the public interest and in accordance with public feeling that the ground should be preserved in its present condition, and the cost should fall on the Colonial Treasury. The amount of ground involved is about 6,000 feet, and we understand the price at which it recently changed hands was \$2.50 per foot. It is reported that the owners have since been offered \$3 per foot, but if the Government decided to resume probably the matter could be arranged on the basis of the last sale. The duty of resuming the land is the more incumbent upon the Government inasmuch as it is not very many years ago that the land was granted as an extension of the lot upon which the United States Consulate-General stands. A public subscription therefore would be in effect a subscription for the rectifying of a Governmental mistake. It seems more appropriate that the mistake should be rectified at the Government's own expense. Whatever is done, however, should be done quickly, for the work of clearing the ground is now in progress and each day will add to the expense of resumption. The public regret and indignation at the diversion of this beautiful fernery to building purposes are very great and a petition on the subject would, we doubt not, be signed by practically the whole of the European community. If the petition proved ineffective possibly a sufficient sum might be raised by way of public subscription for the purchase of the ground, or the petitioners might, as a guarantee of the genuineness of public feeling on the subject, offer in approaching the Government to subscribe a portion of the cost of resumption, say one-fourth, the Government being requested to vote the remainder. Who will take the lead in the matter? The unofficial members of the Legislative Council, as the representatives of the public, may be appropriately indicated for the work. Failing them we must trust to some other public spirited citizen to set the ball rolling.

(Daily Press, 22nd December.)

The worst side of Glenealy, we regret to say, is irrevocably gone, so far as its public use and enjoyment are concerned. Everybody must regret it, but it is difficult to say how the site could have been saved unless the public or some philanthropist would have subscribed a very handsome sum. A number of people were ready to subscribe sums ranging from \$200 downwards, and if four or five thousand dollars would have sufficed there would have been little difficulty in raising it, but at least five times that amount would have been required, and it has been found impossible to get subscriptions running into four figures to head the list with.

A brief statement of the case may be useful. The whole property, including Burnbrae, changed hands some time ago, as stated in Mr. ROUNSEVELLE WILDMAN's letter published a few days since, at \$2.75 a square foot. Before it changed hands the property was owned conjointly by two deceased estates and the Hon. C. P. CHATER, and the parties finding it convenient to liquidate their several interests a sale was decided upon. The new owners were naturally desirous of utilising their purchase to the best advantage, for which no one can blame them, and they employed Messrs. DENISON and RAM, architects, who made plans for the erection of three houses on the particular portion of the property now in question. These plans were submitted to the Government for approval three months ago, in the usual course, and were sanctioned, and an application for permission to erect balconies over Crown land—which of course cannot be done without permission—was granted. The owners then made a contract for the erection of the buildings for \$17,500. In estimating the amount that would be required for the resumption of the land, whether by the Government or by public subscription, regard must be had not only to the price at which the property last changed hands, but also to its actual value as affected by the owner's designs for its development. We understand that \$125 a month has already been offered for one of the houses and that the total income from the three is estimated at not less than \$300 a month, or say \$3,600 a year. Now \$3,600 a year capitalised at seven per cent. comes in round figures to \$50,000, and deducting the \$17,500, the cost of erecting the buildings, together with loss of interest during the time of building and other charges, a sum of say \$25,000 is left as the value of the land. That seems at first sight an extravagant figure and possibly if the owners had been approached before the plans had been drawn they might have been induced to accept rather less, but we understand that they were indisposed to consider any offer under \$20,000. When it was realised that the land was to be built upon and that the beauty of Glenealy was in danger of destruction considerable popular feeling was aroused and several persons moved in the matter in the hope that something might be done to save it. Amongst others the Hon. C. P. CHATER went into it, but on finding the details stated above as to the cost of resuming the land he felt compelled to abandon further action. Mr. T. JACKSON, we understand, also gave the matter his attention, and Mr. H. HUMPHREYS followed up his letter which appeared in our columns by an offer to increase his promised subscription and by other practical steps, but the difficulties in the way seem to have been found insuperable. The Government has many works of public necessity on hand or in contemplation for which funds are urgently required, and from the official unsympathetic point of view an expenditure of \$25,000 on what might be termed a matter of sentiment seems to have been considered unjustifiable, while to have asked the public to raise such a sum would have been almost equivalent to starting another Jubilee subscription. Consequently, much as it may be regretted, we must reconcile ourselves to the introduction of bricks and mortar into the glen, and can only hope that the houses will be of such a design as to constitute as little of an eyesore as is possible under the circumstances. The fact that they are to be European dwellings built with the idea of commanding a high

rental may be taken as some guarantee on that point. Putting the best complexion on the matter, however, it remains extremely unsatisfactory and is another illustration of the disabilities under which the community of Hongkong suffers for the want of a Municipal Council or other representative assembly. Had Glenealy been in charge of some popularly constituted body the probability is that the whole glen would long ago have been secured for public use in perpetuity, or if by an oversight that had been neglected steps could have been taken to preserve it as soon as the idea of building upon it was mooted, whereas under the existing circumstances the public had no opportunity of knowing anything about it until the building contract had been entered into and the work was on the point of commencing, when it was too late for anything more effective than grumbling.

MAJOR BOWER'S CHINESE REGIMENT.

(Daily Press, 19th December.)

The intelligence telegraphed by Reuter concerning the formation of the new native regiment for service at Weihaiwei is interesting. The officers have, it is said, left England for China, and the men are to be enlisted in the province of Shantung. The battalion is to be termed the 1st Chinese Regiment. From this last announcement we gather that, if the experiment should prove successful, further regiments will be raised. It was at first intended, we believe, to enlist men from Kwangtung, but probably consideration has convinced the War Office of the inexpediency of such a course. Not that the Cantonese are deficient in courage if properly drilled and led, but because, being natives of a country situated in the tropics, they might not be able to stand the rigours of the Northern winter but fall victims to pneumonia and other lung complaints. The natives of Shantung are for the most part fine well set up men, and should turn out good soldiers if they can be rendered amenable to discipline. That, however, has yet to be seen. If they can be induced to cut off their queues and dress in something approaching Western uniform a great point will have been gained. No troops can march properly in Chinese shoes; they can never be made to look smart with rolled up pig tails, and the basin-shaped hat is enough to destroy all mien of spirit or dignity in the wearer, vide the miserable appearance cut by that abject looking body the Chinese Lukongs of Hongkong. It is to be hoped that Major Bower will see in these wretched looking figures an object lesson of how not to do it. The Chinese Submarine Miners attached to the Royal Engineers are a distinct advance upon the lukongs, but their get up is susceptible of a good deal of improvement. No doubt, however, the gallant Major has ideas of his own on the subject, and will do his best to make a smart and soldierly battalion out of a thousand slovenly slip-slop coolies. We wish him all success in his task.

Medical inspection at Japanese ports of vessels arriving from Formosa ceased from the 30th November.

An interesting case is reported from Bangkok. A Chinaman of that place sent his boy to Canton to be educated. There he was kidnapped and sent back to Bangkok in a theatrical troupe. He was recognised, but before he could be rescued he was spirited away to Singapore. By the action of Mr. Hearn, of the police, the boy was eventually recovered from a theatre in Singapore.

HONGKONG LEGISLATIVE COUNCIL.

On 22nd December a meeting of the Hongkong Legislative Council was held in the Council Chamber at the Government Offices, there being present:—

His EXCELLENCY Major-General Black, C.B., Officer Commanding the Troops.

Hon. T. SERCOMBE SMITH (Acting Colonial Secretary).

Hon. R. MURRAY RUMSEY (Harbour Master).

Hon. F. H. MAY, C.M.G. (Captain Superintendent of Police).

Hon. A. M. THOMSON (Acting Colonial Treasurer).

Hon. R. D. ORMSBY (Director of Public Works).

Hon. C. P. CHATER, C.M.G.

Hon. HO KAI.

Hon. E. R. BELILIOS, C.M.G.

Hon. Wai YUK.

Mr. J. G. T. BUCKLE (Clerk of Councils).

On taking the chair in the absence through indisposition of His Excellency the Governor (Sir Henry Blake, G.C.M.G.),

His EXCELLENCY MAJOR-GENERAL BLACK remarked—Good afternoon, gentlemen. This is really the final appearance.

MINUTES.

The minutes of the previous meeting were read and adopted as a correct record.

APPOINTMENT OF COMMITTEES.

His EXCELLENCY—The following standing committees are appointed in the ensuing order:—

Finance.—The Hon. the Colonial Secretary (chairman), and the whole of the rest of the Council, with the exception of the Governor (members).

Law.—The Hon. Attorney-General (chairman), the Hon. J. J. Bell-Irving, the Hon. Dr. Ho Kai, and Hon. Wei A Yuk (members).

Public Works.—The Hon. Director of Public Works (chairman), the Hon. Colonial Treasurer, the Hon. C. P. Chater, and the Hon. T. H. Whitehead (members).

THE RECENT EPIDEMIC OF BUBONIC PLAGUE.

The ACTING COLONIAL SECRETARY laid on the table a report on the recent epidemic of bubonic plague in Hongkong.

FINANCIAL.

Financial minute No. 23 was submitted, and on the motion of the ACTING COLONIAL SECRETARY, seconded by the ACTING COLONIAL TREASURER, the same was referred to the Finance Committee.

The report (No. 8) of the Finance Committee was submitted, and on the motion of the ACTING COLONIAL SECRETARY, seconded by the ACTING COLONIAL TREASURER, the same was adopted.

AMENDING THE WATERWORKS ORDINANCES.

The ACTING COLONIAL SECRETARY—In the absence of the Hon. Attorney-General I beg to move the first reading of a Bill entitled an Ordinance to amend the Waterworks Ordinances, 1890 to 1897.

The DIRECTOR OF PUBLIC WORKS seconded, and the motion was carried.

NATURALIZATION.

On the motion of the ACTING COLONIAL SECRETARY, seconded by the ACTING COLONIAL TREASURER, the first reading of a Bill entitled an Ordinance for the naturalization of Wong Shu Tong alias Wong Ka Yau alias Wong Wing Kwan was passed.

His EXCELLENCY—A meeting of the Finance Committee will now take place. I wish you every success in your labours.

The Council then adjourned.

FINANCE COMMITTEE.

THE EXPENSES OF THE POST OFFICE.

A meeting of the Finance Committee then took place, the Acting Colonial Secretary presiding.

The ACTING COLONIAL SECRETARY—The Governor recommends the Council to vote a sum of \$29,150 to meet the expenses of the Post Office for 1898. I will enter upon detail a little in regard to the various items included in this vote. The first item is personal emoluments paid for branch offices \$1,110. Second, incidental assistance in Hongkong—two extra sorters from military—\$208. Incidental expenses at Hongkong—cost of altering branch post

offices, cost of altering registration office, rent for branch offices, ferry tickets—\$1,900. Incidental expenses at agencies \$200. Coals for launch \$200. Repairs to launch \$232 in excess, the amount in the estimates this year being \$300. Transit charges \$23,000. Share of mail subsidy \$3,500, this amount being underestimated. Cost of stamps \$2,000. This gives a total of \$32,250, estimated saving \$3,200, making the total amount required \$29,150.

The vote was agreed to.
This ended the business.

SUPREME COURT.

17th December.

IN ORIGINAL JURISDICTION.

BEFORE SIR JOHN CARRINGTON
(CHIEF JUSTICE.)

RIVAL PRESERVE MAKERS.

Mr. Robinson moved for an interim injunction to restrain the defendant firm, Yuen Sing, from infringing the registered trade mark of the plaintiff firm, Yuen Hing Loong, in respect of preserved lychees, etc. Mr. Robinson read an affidavit made by a member of the plaintiff firm, who said that in May last he obtained a certificate in respect of a trade mark of which a *fac simile* was produced. On the 14th inst. he received information of a large quantity of tins of preserved fruit, chiefly lychees of the same size.

His Lordship—What is of the same size, the lychees or the tins?

Mr. Robinson—I should say it was the tins. The affidavit continued that each tin bore a *fac simile* of the trade mark registered by the plaintiff firm. At 4 p.m. on the same date deponent went to the Wo Hon godown rented by the defendant firm and there found 170 boxes, each of which contained, or was said to contain by the defendant firm, four dozen tins of preserved lychees, each tin bearing a label similar to that registered by the plaintiff firm. The plaintiff firm had suffered great loss through this infringement of their trade mark.

His Lordship (looking at the two labels)—I think the defendants' label represents two big lychees instead of three smaller ones.

Mr. Robinson said that was so, but that this made no difference. He contended that upon the evidence of the labels his clients were entitled to an interim injunction restraining the defendants from making use of any colourable imitation of the plaintiffs' trade mark until the termination of the suit.

The order asked for was granted.

Mr. Holmes was present on behalf of the defendants.

19th December.

IN CRIMINAL SESSIONS.

BEFORE SIR JOHN CARRINGTON (CHIEF JUSTICE).

ATTEMPTED ROBBERY WITH ARMS.

Fung Ying and Chin Kam were charged with (1) assault with intent to rob, being then armed; (2) assault occasioning bodily harm.

The first prisoner pleaded guilty on the first count and not guilty on the second. The second prisoner pleaded not guilty on both counts.

The following composed the jury:—Messrs. Frederick Melhuish, Shi Yu Man, Robert Lang, W. H. Purcell, J. A. L. Ozorio, G. P. Lamert, and H. Ehmer.

The Acting Attorney-General (Hon. H. E. Pollock), instructed by Mr. H. L. Denny (Crown Solicitor) appeared for the prosecution. He said the prosecutrix in this case, Kwok Mui, was a married woman living at 13, Irving Street. On the 21st of November, at seven o'clock in the morning, she was alone in her room with her small baby when the second defendant entered followed by the first defendant. The first defendant shut the door leading into the room whilst the second defendant closed the windows, and both of them addressed the prosecutrix with threatening language, saying, "Be silent; if you make any noise we will cut you to death." The

second defendant then caught hold of the prosecutrix by the neck and pressed her down on to the floor; while the first defendant produced three knives. He placed two of them on a bed in the room and the other one—a big knife—he pointed at the prosecutrix. The prosecutrix, however, seemed to be a woman of some spirit, because instead of saying nothing at all she called out: "Thieves with knives, thieves with knives are cutting me." The prisoners took alarm at this and ran away. They both ran down into the street, and it so happened that there was a barber living opposite prosecutrix's house who was looking out of the window and into the house opposite where the prosecutrix was, and he saw these two men go in and close the windows, and he heard the prosecutrix call out. So he ran down into the street and caught hold of the first prisoner in the street. The first prisoner produced a knife from out of his sleeve, but the barber was too much for him and knocked him down and then handed him over to a Chinese police constable, who found the knife produced and also a piece of cord in his pocket. The second prisoner was not arrested at that time. He was arrested under the following circumstances. It appeared that on the same day, at nine o'clock in the morning, the man who had arrested the first prisoner in the street was sitting on a bench outside the charge room at the Central Police Station describing at the time, as it so happened, the appearance of the second prisoner to a detective, when to his astonishment he saw the second prisoner pass through on his way to the Police Court, and then he called out to the detective, "Why, there's the man," whereupon the detective seized hold of the second prisoner and arrested him.

Prosecutrix and others repeated the evidence given by them at the Police Court.

First defendant was sentenced to 21 months' hard labour and second defendant to two years' hard labour, each to receive 20 strokes with the birch rod within one week of their incarceration.

MURDER OF A TRAVELLER IN THIBET.

[SPECIAL TELEGRAM TO THE "DAILY PRESS."]

SHANGHAI, 16th December.

A Chungking wire states that Peter Rijnhart, travelling in Thibet with his wife, disappeared on the 26th September. It is believed he was murdered by robbers.

His wife arrived at Tachienlu on the 29th November.

THE LEOPOLD CASE AT YOKOHAMA.

CONVICTION OF THE ACCUSED.

[SPECIAL TELEGRAM TO THE "DAILY PRESS."]

YOKOHAMA, 16th December.

The Leopold fraud case has ended in the conviction of the accused. The sentence is two years' hard labour, to be served in the prison at Hongkong.

[The charge upon which Charles Emil Leopold was committed for trial was that having unlawfully procured the signature of H. Ahrens & Co., Nachf., to bills of lading and policies of insurance he obtained from the Hongkong and Shanghai Bank various sums of money amounting in the aggregate to over \$140,000 on the false pretence that he had shipped certain cases of furs. The way in which the fraud was committed was explained by the prosecuting counsel at the preliminary investigation as follows:—The firm of H. Ahrens & Co., Nachf., are German merchants engaged in import business at Yokohama, and also agents for the N. D. Lloyd Steamship Company and a marine insurance company. Charles E. Leopold has been for many years in the employ of Ahrens & Co. and for the last twelve years has been in charge of the shipping and insurance business of the firm and was thus in a most confidential position. It may be assumed that Mr. Leopold was doing an export business with the knowledge and consent of the firm, which did no export business itself. On the 31st Dec. last year he obtained, by making a false pretence to the Manager of the Hongkong and

Shanghai Bank, that he had shipped 10 bales of furs, and produced a bill of lading and insurance policy to that effect. Mr. Leopold, under a letter of credit from C. M. Lambson & Co. of London was authorised to draw on furs shipped by him. The Bank bought Mr. Leopold's bills of exchange and placed the amounts to his credit. The conditions were that he gave the Bank complete shipping documents, which were hypothecated to the Bank. Accordingly on the 31st December Mr. Leopold drew a bill of exchange for £1,250, at four months sight. On same date Mr. Leopold wrote to the Bank, a letter of advice, covering B.L. and insurance policy for 10 bales furs, purporting to be shipped per *Hohenzollern*, and asking to have his account credited with the amount. The applications to the Bank on the subsequent occasions were identically the same, with the difference only of the number and marks of the bales. The letter was accompanied by invoice, shipping documents, and insurance policy of the London Assurance Co. The B.L. and policy of insurance bore the genuine signature of H. Ahrens & Co., so that so far Mr. Leopold had carried out the conditions required under his arrangement with the Bank and Messrs. Lambson—only he had made the little mistake of not shipping the furs. Leopold was the confidential clerk and manager of their shipping department. The system of the firm in their shipping business was a perfectly satisfactory one. All cargo for the N. D. L. was handled by a Japanese landing and shipping Co.—the Pier Co. The shipper was given two forms on blue paper, on which the number and marks of goods shipped were filled in; one of these was retained by the Pier Co. and the other given to the shipper as a receipt. From this the Bill of Lading was made out and signed either by Mr. Wismer or Mr. Hoffman. The Pier Co. were provided by Ahrens & Co. with other forms on white paper, which were signed by the officer of the ship and returned to the Pier Co., who would hand the same over to Ahrens and Co. These white forms are not returned to Ahrens and Co. till after the steamer has left. They are then checked with the copy of the manifest left in the hand of Ahrens and Co. If the pretended shipments of furs had been genuine shipments there should have been found these white forms, but none of them had been discovered in connection with the alleged shipments. In addition to the absence of any of these shipping orders, there were also in Yokohama the Captain's copies of the Bills of Lading relating to the goods alleged to have been shipped. These were found in a drawer of Mr. Leopold's desk in Messrs. Ahrens and Co.'s office.—The trial was commenced on the 6th December. The indictment occupies four and a half columns of small type in our Yokohama contemporaries.]

HONGKONG SANITARY BOARD.

The fortnightly meeting of the Hongkong Sanitary Board was held on 22nd December. The President (Dr. J. M. Atkinson Principal Civil Medical Officer) presided and there were also present the Vice-President (the Hon. F. H. May, Captain Superintendent of Police), Mr. J. Dyer Ball (Acting Registrar-General), and Dr. Clark (Medical Officer of Health and Acting Secretary).

THE SCAVENGING CONTRACTS.

Dr. CLARK—The first thing on the agenda is—the conditions of the scavenging contracts for the villages. There are a few corrections.

The PRESIDENT—I move that these alterations be sanctioned.

The VICE-PRESIDENT seconded, and the motion was carried.

THE REPORTED OUTBREAK OF PLAGUE AT CANTON.

Mr. DYER BALL moved—“That in view of the recrudescence of plague in Canton and neighbourhood the Government be asked to take steps for the medical inspection of passengers from Canton, whether arriving by river steamer or native craft.” He remarked that he ought to have given two days' notice, but it was only Wednesday morning that he saw it in the morning paper that there was plague in Canton and neighbourhood, and he thought it would be well for them as a Sanitary Board to take some action in the matter at

once. In a case of this sort it was necessary to take steps to prevent the introduction of plague as soon as it commenced in any of the cities or villages of China, because he understood that when it was introduced each patient was a centre of infection—he supposed he polluted the air and that sort of thing. Of course this was better understood by the medical men. It was a most serious thing when plague once got into the colony. Some of them remembered the plague of 1894, which took them by surprise and which had got well established before they took steps to stamp it out. One case had already come in from this recrudescence at Canton. A case came by a junk at West Point brought down, he believed, from Canton, so he thought no time should be lost in taking steps to combat the plague. There was an old adage which was much quoted nowadays which said that to preserve peace they must be prepared for war, and now they were free from plague was the time to be prepared for its attack upon them. It might be said that the adoption of his motion would put them to great expense, but they must not forget that if the plague once came into their midst their loss in way of commerce, in the partial paralysis of trade and that sort of thing, would be very great indeed—far greater than the cost of any measures which might be taken to cope with it.

The PRESIDENT—I think before as a Board we recommend the Government—

The VICE-PRESIDENT—It is not seconded yet.

Dr. CLARK—I will formally second the motion.

The PRESIDENT said that before they recommended the Government to start the medical inspection of passengers arriving from Canton and neighbourhood it would be better if they had some further information with regard to the existence of plague in the district round Canton. Every year at this time sporadic cases had occurred. In the early part of 1897 plague existed in the neighbourhood of Tongku and Canton. He thought it would be more satisfactory if they sent someone up to ascertain what the nature of the epidemic was—whether it was of any extent or whether it was merely sporadic. In 1897, notwithstanding that there were cases of plague at Tongku and neighbourhood, they had practically none in Hongkong.

Mr. BALL—Would it be advisable to add to the resolution that as a preliminary measure a medical man be sent to make enquiries as to the nature of the epidemic? I should have no objection to having that added.

The VICE-PRESIDENT—That would make it rather contradictory.

Dr. CLARK—It might read this way, “That in view of the recrudescence of plague in Canton and neighbourhood the Government be asked to take steps for the medical inspection of passengers from Canton, whether arriving by river steamer or native craft, should it prove on further enquiry that such recrudescence has occurred.”

The VICE-PRESIDENT said the resolution first of all was that the Government should take steps to institute a medical inspection of all passengers arriving from Canton. Experience had shown in the past that such medical inspection was absolutely futile. In the year 1894 it was first instituted and not a single case of plague was discovered. He believed in the year 1896 it was repeated and they repeated it again last summer. He thought he was right in saying that beyond one dead body—supposed to be that of a person who had died on the way from Canton—no case of plague was discovered. He was quite in favour of doing everything they could to keep the plague out of the colony, but he did not see the good of wasting time and money and, what was more important, the efforts of medical men that might be with much greater efficiency utilised on shore in keeping the place in a thoroughly clean and sanitary state than in endeavouring to look for a needle in a bundle of hay in the way of trying to pick out a plague patient from the thousands of coolies who arrived here every day. He begged to propose as an amendment, “That in view of the prevalence of plague in and around Canton the Government be recommended to take steps to ascertain whether such disease is epidemic in Canton and vicinity.”

Mr. BALL—I can quite agree to that.

Dr. CLARK—Let yours stand over until the next meeting.

Mr. BALL—Yes, I will let it stand over.

The original motion was then withdrawn, and the Vice-President's amendment, which became the motion, was carried, the PRESIDENT seconding it.

Mr. BALL gave notice of his intention of bringing forward his motion again at the next meeting.

FOOT AND MOUTH DISEASE AT EAST POINT.

A report from Mr. Ladds (Colonial Veterinary Surgeon) of the outbreak of foot and mouth disease in Shed C. at East Point Dairy Farm was submitted, and on the motion of the PRESIDENT, seconded by Dr. CLARK, it was decided to declare the shed an infected area.

The VICE-PRESIDENT undertook to find men to keep a watch on the place.

MORTALITY RETURNS.

The mortality returns for the colony of Hongkong for the week ending December 10th show a death rate of 25.1 against 18.6 for the previous week and 21.3 for the corresponding week last year.

The PRESIDENT minuted—“A large increase as compared with the previous week. Eleven deaths, I see, from intermittent fever.”

The MEDICAL OFFICER OF HEALTH—“This is the diagnosis of a policeman—at Kowloon and at Aberdeen—and not of a medical man.”

The PRESIDENT—The increase is due to chest diseases.

Dr. CLARK—Yes, the Chinese old people are being killed off by the cold.

The Board then adjourned.

GLENEALY.

19th December.

The work of erecting a hoarding in front of the site of the proposed buildings in Glenealy was commenced on Saturday and continued yesterday, from which it would appear that as yet no effective steps have been taken for the preservation of the ground for the public. The question of expense, we believe, stands in the way of resumption, the lot having recently changed hands at a high figure. £10,000 is reported to be the sum paid for the house occupied by the American Consulate-General and the land adjoining, on which it is now proposed to build. If houses are to be erected it is to be hoped they will be of a design in keeping with the surroundings. The site is within the European reservation district, so that Chinese houses cannot be erected on it.

THE JAPANESE IN FORMOSA.

[FROM A CORRESPONDENT.]

It is now three years since the Japanese assumed charge of Formosan affairs and Japan's first colonial experiment can so far hardly be considered a success even by the most charitably disposed. Her officials, on whose shoulders the responsibility of sound government rests, do not impress the outside world as being over scrupulous, and, if the somewhat too frank statements of the Japanese vernacular Press be considered, they are often deserving of the severest censure. It is indeed but a few months ago that the Home Government, urged to action by repeated complaints, was compelled to dispatch a European adviser to inquire into the reported official maladministration, and his report confirmed in detail the accusations of the Press. Although Formosan matters since then have not intruded themselves on public attention to any extent yet the latest reports from responsible foreigners living on the island show that but little improvement has been made in the Government. Japanese official corruption may happily be less, and we give the Japanese the credit of believing that it has diminished, but as far as practical control of internal affairs is concerned Formosa appears to be as badly off, if not worse, than when governed by the Chinese. The whole official system appears to be out at elbows, and whilst the Japanese have occasionally to reap the whirlwind of slack government yet it is on the head of the industrious merchant and agriculturist that the evil mostly falls. From the latest accounts to hand the plight of the unhappy native is indeed miserable. Regulated strictly on one hand by Ordinances “made

in Japan," more often characterised by enthusiastic ambition than wisdom, and the practical outcome of which appears to be a marked advance in taxation, on the other hand hangs the wrath and vengeance of the aborigines. The latter differs from the location of the tomb of Mahomet, as instead of being for ever suspended in mid air it frequently falls, and falls heavily. Japan, as a student, has had the opportunity of avoiding the faults of European colonising methods in the control of Formosa, and being Asiatic, thus understanding the peculiarities and needs of the people, should have introduced a system of sound government, adapted to the real requirements of Formosa. The Formosans needed primarily civilising and educating, and these could only be brought about by reconciliation or subjugation. But we are compelled to believe that in the high ideal we think she honestly aimed at Japan has fallen very short. The old truism that the Roman empire was not built up in a day may hold equally good in this case, but where the Romans conquered they governed, and they, unlike the Japanese in Formosa, took care that the people they governed were protected: that the country advanced, not receded. As far as the Chinese in Formosa are concerned, and they are the merchants, they in spite of official corruption would prefer to have the old regime back in preference to the existing government. Then if their income was squeezed, the balance was protected, their heads were safe, and industry flourished in the narrow channel permissible by Chinese mandarin control. Now they live and have their being in daily dread of wholesale robbery punctuated with murder and with the knowledge that the authority they are compelled to recognise and maintain is inadequate to protect their lives and their goods. They live under conditions similar to those of the days of the Highland caterans, that "he may take who has the power and he may keep who can?" As to the financial side of the question and to what metre the colonial solo work-out in Japanese fiscal affairs we have yet to learn. What the Japanese have also accomplished on the island in public works and institutions for the people is yet to be published, though it is not easy to believe that civilisation and the advancement of trade can proceed apace when the aboriginal tribes exhibit so repeatedly and manifestly such signs of their contempt. The real subjugation of Formosa has yet to be completed, and though the Japanese statesmen may regret their self-appointed task, they cannot well go back but must carry out at any cost a system of sound and adequate government. If the Japanese colonial service be honest, if its administration be just and equitable, and if it be strong enough to support and maintain its edicts, then the good government of the island will be assured. At present, however, its experiments in colonising Formosa adds as little to the dignity of Japan as it does to the ability and integrity of her colonial officials. It is then for the Japanese people to take the question seriously in hand and demand that the Formosan Government be effective and adequate; otherwise Japan may one day arise to the fact that other and more ambitious Powers may contrive to undertake that task for her.

KILLED BY ELECTRICITY.

At the Magistracy on 22nd Dec. Commander Hastings held an enquiry into the circumstances attending the death of Thomas Mercer, formerly fourth engineer of the steamer *Salhadgi*, who met with an awfully sudden death on 19th Dec. He had gone to the Electric Station at Queen's Road East, and during an inspection of the premises put his hands on one of the dynamo brush machines, receiving a shock which resulted in his almost immediate death.

Dr. J. C. Thomson said—On the morning of the 20th inst. I examined the body of a European male adult, said to be that of Thomas Mercer, at the Government mortuary. He was a young man, somewhat over thirty. There were no external marks of injury excepting a cut on the left hand across the third and little fingers. The blood was dark coloured and quite fluid throughout the body. The heart was fatty and degenerated. The brain and all the internal organs were much congested, but otherwise

healthy. I came to the conclusion that death was due to electric shock. The condition of the heart rendered it likely that a slighter electric shock would prove fatal in deceased's case than in the case of a man with a healthy heart.

Francis Joseph Price, said—I am an electrician employed by the Hongkong Electric Co. I made deceased's acquaintance on Friday last. I believe he was the fourth engineer of the German steamer *Salhadgi*. Deceased was an Englishman. I had been on board his ship on the afternoon of the 19th inst. and left him there about 5 p.m. I last saw him alive about 7 p.m. the same day in the Electric Light Station. He was in company with the second engineer (a Dutchman) of the same ship. They were not there by any appointment made with me. I did not speak to them; I was going to my quarters to dinner. About 7.30 p.m. or a little later a Chinese engineer who was on duty came to my quarters and in consequence of what he said I went with him to the station and saw the second engineer of the *Salhadgi* and two Chinese in the act of lifting the body of deceased from the ground close to an arc machine, which was working. I examined the deceased after he was carried out and found that he was breathing. I suggested that I should fetch a little brandy for deceased, but the man who was with him said he had had enough already.

Commander Hastings—When you left deceased at five o'clock, was he sober?

Witness—No; he was the worse for liquor.

Continuing witness said the general public were not allowed in the power station but as he knew deceased was an electrical engineer on board the *Salhadgi* he did not interfere as he thought he could come to no harm. The dynamo was running at between 2,000 and 2,500 volts and judging from what the Chinese engineer told him after the accident witness should think that deceased received the shock of about a third of this power—800 volts—which was quite sufficient to kill a man. There were marks on deceased's hands and one of the brushes was bent. He did not do anything to restore deceased, but advised the man who was with him to take him on board his ship, and he took him away in a ricksha.

Cheng Shing, No. 2 engineer at the Electric Light Works said a little after 7 p.m. on the 19th instant he was in the engine room when two Europeans came in and walked round, looking at the engines. One of them touched the engines as though he knew perfectly well what he was doing. They passed on to another part of the shop and witness thought they had gone away, but shortly afterwards he saw them again—one near the No. 1 dynamo and the other near the No. 2 dynamo. Witness started towards them to warn them but before he could get near them the deceased fell backwards. He had touched one of the brushes. Deceased did not appear to be dead. His left hand was bleeding, and there was blood on the machine. Deceased was afterwards taken away by his friend in a ricksha.

A ricksha coolie gave evidence as to taking a man in his ricksha from the Electric Works to Murray Pier on the evening of the 19th Dec. When he got to the wharf the man was examined and taken out of the rickshaw by a constable.

P. C. John McKinnon said on the 19th inst. at 8.30 p.m. he was on duty at Murray Wharf when the last witness drove up to the wharf with a man in a ricksha. He thought he was drunk and examined him, when he found him to be dead. There was another man with deceased. Witness procured an ambulance and took deceased to the Central Police Station, from there to the Government Civil Hospital, and subsequently to the mortuary.

A verdict of accidental death caused by electric shock was returned.

OPPOSITION TO STEAM TRAFFIC AT FATSHA.

The passage boats and slipper boats at Fatshan struck work the other day on account of the steam-launch *Kwong Tsai* taking in tow a passage boat, thereby, as the natives deemed, depriving the boatmen of their customary earnings, and the steam-launch was detained by them. On the 15th December the N. mhoi Magistrate went by the steamer *Kwong P.* to Fatshan and settled the dispute, after which the *Kwong Tsai* was allowed to leave.

PLAGUE AT CANTON.

A Canton correspondent writes that plague has again broken out in the *Sa Heung*, that being the collective name of four villages distant about ten miles from the city of Canton, and that some few cases have also occurred in Houam and Fongohun. The outbreak is ascribed by the natives to the long continued drought, and the Namhoi and Panyu Magistrates have visited the Temple of Horrors to make offerings and pray for rain. At Fatshan the slaughter of cattle has been prohibited for five days on account of drought.

Last week's return of the cases of communicable disease reported as occurring in the colony of Hongkong showed one imported case of plague, which occurred on a junk. As will be remembered, the Medical Officer of Health some time ago proposed that a system of medical inspection of vessels arriving in the colony, junks included, should be instituted, but the mercantile community doubted the feasibility of the scheme. With another threatened resurgence of plague in our immediate neighbourhood would it not be advisable to reconsider the possibility of preventing the importation of cases of the disease into the colony?

LIQUID FUEL.

THE STEAMER "TRIGONIA."

On the invitation of Messrs. Arnhold, Karberg, and Co., general agents of the Shell Transport and Trading Company, Limited, a number of gentlemen went on board the *Trigonia* on 19th December, on the occasion of a trial trip. The vessel left the harbour at about half-past two and proceeded for some distance up the Canton River, arriving at Pedder's Wharf, after a pleasant trip, just before six o'clock. The *Trigonia* burns Borneo liquid fuel, one ton of which is worth about two and a half tons of Japanese or Indian coal. Much interest was manifested in the apparatus employed. The use of liquid fuel is a saving of labour in the stokehold. Stokers are often a cause of anxiety to the engineer staff, and this trouble is almost entirely done away with, as well as the wages bill and maintenance of them to the owners. It is in the Indian Ocean where the advantage will be felt. A steamer burning 20 tons of coal per day will require about 500 tons to steam between the Suez Canal and Singapore, while 300 tons of oil would do the same work, which would leave space for 200 tons more cargo. The *Trigonia* was built by Messrs. Armstrong, Whitworth, and Co., to the order of Messrs. Samuel and Co., and the following is a description of the vessel: Her dimensions are:—Length, 248 feet 6 inches; breadth, 40 feet; and depth, 17 feet 8 inches; and she has been specially designed for the oil-carrying trade from Borneo. The engines are of the compound surface-condensing type, taking steam from two boilers working at 100 lb pressure, the diameters of the cylinders being 30 inches and 63 inches, with a stroke of 39 inches. Both engines and boilers have been designed and constructed under the supervision of Messrs. Flannery, Baggally and Johnson, of London and Liverpool, and the pumping arrangements for dealing with the oil cargo, like those on all vessels of this line, are very complete. But the special feature of the *Trigonia* is that her furnaces are fitted for burning oil fuel; at the same time they are available for coal in the ordinary way if required, it being possible to make the necessary alterations for a change of fuel in a few hours. As a matter of fact the first speed trials were made off the Tyne with coal. The method employed for burning the oil is to pulverise it before combustion, and suitable arrangements have been provided in the furnaces to prevent any local injury to the boiler plates. The oil is carried in the oil-lam. bunkers, or double bottom, from which it is pumped into a service tank over the boilers. From this service tank it gravitates down to the burners at the front of the furnaces, where, by the aid of steam jets, it is pulverised or broken into spray. The combustion of the oil is effected without any layer of coal or other substance, such as is occasionally used with liquid fuel, and the furnaces are fitted with brickwork, which, besides assisting complete combustion, serves to retain a certain amount of heat in the furnaces when the burners are shut

off. The burner used is circular in form, and the steam and oil meeting at the outlet, the latter is so effectively sprayed or distributed that the resulting flames completely fill the furnace. The bunkers are specially stayed, and have been tested for oil tightness, but at the same time are suitable for coal if required, the compartments intended to contain the liquid fuel being separated from the stokehold by a space which may be filled with water ballast or coal.

LADIES' BENEVOLENT SOCIETY.

The general meeting of the Ladies' Benevolent Society was held in the City Hall on 19th Dec. at noon. Mr. T. Jackson presided and there were present the Rev. R. F. Cobbold and the following members of the Ladies' Committee:—Mrs. Macgregor Forbes (Secretary), Mrs. Bell-Irving, Lady Carrington, Mrs. May, Miss Anderson, Mrs. Ritchie, Mrs. Master, Mrs. Hawkins, and Mrs. Hoare.

Mr. JACKSON read the report and said the balance carried forward was slightly better than at the conclusion of last year. As the port increased in size and importance, so would the necessitous cases increase. He did not know of any organisation so well suited to cope with the cases of distress as the Ladies' Benevolent Society, but he thought the list of subscriptions should total five times the amount collected. It was to be hoped the public would take the hint. He was very glad to say that H.E. Sir Henry Blake and Lady Blake had consented to become members of the Society. In submitting the adoption of the report and accounts he might say that the community generally were under a deep obligation to the Ladies' Committee of this Benevolent Society and he begged to propose a very hearty vote of thanks to those ladies.

Rev. R. F. COBBOLD—I most heartily second the proposition and most heartily endorse the words the Chairman has just spoken. The work of the Society has gone on in a very quiet way, and its very quietness has been its means of success. There is a very old maxim that we should not let our left hand know what the right hand doeth, and I think that principle has been carried out with very good effect in the work of this Society. It does not do to be too loud in our works of charity. There is a certain class of people who pursue a calling of what I might call organized begging and who sometimes pretend that they are worse off than they are and by this means impose upon those people who are willing to give to charity. The only way to meet such organized begging is by organized relief, and that is exactly what this Society has done. It has organized its work and been able to meet the real necessitous cases. There has been a great amount of relief given, and some applications have been refused. I endorse the remarks of Mr. Jackson about the greater needs of the port, and think that the public should be requested to subscribe more liberally, a request which I consider a very reasonable one. I beg to second the adoption of the report.

Carried.

Mr. JACKSON proposed that the following ladies be re-elected on the Ladies' Committee:—Mrs. Bell-Irving, Lady Carrington, Mrs. May, Miss Anderson, Mrs. Ritchie, Mrs. Master, Mrs. Hawkins, Mrs. Macgregor Forbes, and Mrs. Hoare.

Rev. R. F. COBBOLD seconded.

Carried.

A hearty vote of thanks to the Ladies' Committee concluded the proceedings.

RAILWAYS IN INDO-CHINA.

[FROM OUR CORRESPONDENT.]

Saigon, 15th December.

The chief topic here of late has been the different railway lines which our Governor-General, M. Doumer, proposes to construct and in connection with which he is now in Paris trying to raise 27 million francs by loan.

The railways projected are (1) Haiphong-Hanoi-Laokay, (2) Hanoi-Namding-Vinh (both in Tonkin and running from Hanoi in a north-westerly and southerly direction respectively), (3) Tourane-Hue-Quangtri (Annam), (4) Saigon-Khanh-Loa-Langbian, (5)

Mytho-Cantho, the two last named being in Cochinchina and running respectively east and west. In addition to the lines enumerated, which are all in French territory, the Laokay line is to be extended to Yunnan. For the five first named lines 200 million francs are required, which sum it is proposed should be guaranteed by Indo-China, and for the last named 70 millions, to be guaranteed by France. This is the latest news to hand. Generally speaking the various projects are not well received by the public, and old residents especially express much doubt as to their utility.

The Saigon-Mytho Railway, which is as yet the only line existing in Cochinchina, has not proved at all a success, and it can continue in operation only through the Government paying annually a heavy sum for the keeping in repair of the way. There is no goods traffic whatever on the line worth speaking of, as in this country the staple article, rice, is always transported by water. Hence the many doubts publicly expressed as to the advisability of entering upon large railway enterprises. The Government evidently has in view the ultimate linking up of all the proposed lines into a great trunk line from Saigon to Hanoi. Whether the money required will be forthcoming seems so far very uncertain. Most of the local papers violently oppose the schemes.

LATER.

I must add that according to to-day's telegram the guarantee of the Government of France has not been obtained even for the Yunnan line. How Mr. Doumer is going to raise the money with the guarantee of Indo-China only I fail to understand.

THE WORKING OF THE POST OFFICE.

Mr. R. Chatterton Wilcox, Secretary of the Hongkong General Chamber of Commerce, forwards for publication the following letter received from the Government in continuation of previous correspondence on the subject of the working of the Post Office:—

Colonial Secretary's Office,
Hongkong, 16th December, 1898.

Sir,—With reference to previous correspondence regarding the General Post Office, I am directed by His Excellency the Governor to acquaint you for the information of the Hongkong General Chamber of Commerce that the Secretary of State was requested by His Excellency the Officer lately administering the Government to appoint an experienced officer of the Post Office in Great Britain to fill the vacancy in the post of Assistant Postmaster-General occurring this month by the retirement on pension of Mr. G. Stafford Northcote, with a view to securing efficiency in the working of the Hongkong office.

Under these circumstances Sir Henry A. Blake does not see that any advantage will be gained by appointing a Committee of Inquiry and instructs me to state that in the meantime everything that can be done will be done to prevent the recurrence of such irregularities as have been the cause of complaint by your Chamber.—I have the honour to be, sir, your most obedient servant,

T. SERCOMBE SMITH,
Acting Colonial Secretary.
R. Chatterton Wilcox, Esq., Secretary, Hongkong General Chamber of Commerce.

TRYING TO BRIBE AN INSPECTOR.

At the Magistracy on 19th Dec., before Commander Hastings, two Chinamen were charged with offering a bribe to Inspector Cotton, of the Animal Depot at Kennedytown, with a view to inducing him to allow a sheep which was sick to be admitted into the slaughter-house.

Inspector Cotton said that at noon on Saturday he was in the office at the Animal Depot at Kennedytown when the defendant came and asked, "Will you allow me to kill a sheep?" Witness asked where the sheep was, and the defendant replied that it was down at the wharf. He told them to bring it up and he would inspect it, and in about a minute they returned carrying the sheep, which had its legs tied. He saw that the sheep was suffering from diarrhoea, and he said he could not allow it to come in. He then

returned into his office and sat down at his desk. The first defendant followed him, and the second defendant stood against the door. He asked the first defendant what he wanted, and he replied, "Let me kill it." He again said no. The first defendant then said in Chinese that his master Yee Cheung had given him a dollar to buy drink with, and he asked the second defendant for it. The dollar was handed to the first defendant, who handed it to witness, who had them both arrested. The order from the Colonial Secretary was that when any animals were brought to the slaughterhouse and they looked sick they were not to be slaughtered until they had been inspected by the Colonial Veterinary Surgeon.

Other evidence having been given the defendants, who had nothing to say, were committed to take their trial at the sessions.

THE PERSEVERANCE LODGE.

INSTALLATION CEREMONY.

The annual meeting of the Perseverance Lodge of Hongkong (1165 E. C.) was held at the Freemasons' Hall on Friday evening, 16th December, when Wor. Bro. A. Shelton Hooper was installed into the chair for the year 1899. The installation ceremony was performed in the most impressive manner by the R. W. D. G. Master, the Hon. C. P. Chater, C.M.G. There was a large attendance of the local brethren and of visitors, including R. W. Brother Johnson, Past Grand Master of British Columbia; and H. E. Brother General Wilson Black, C.B., P.D.D.G.M. The following brethren were appointed by the Worshipful Master to take office in the Lodge during the ensuing year:—

Immediate Past Master	{ Wor. Bro. F. W. Edwards.
Senior Warden	... Bro. F. W. Clark.
Junior Warden	... " E. L. C. Berger.
Treasurer	... " J. W. Cumming.
Secretary	... " J. Hooper.
Senior Deacon	{ " A. H. Bottenheim.
Junior Deacon	... " A. G. Ward.
Director of Ceremonies	... " L. S. Stansfeld.
Organist	... Wor. Bro. Wm. Danby.
Stewards	... Bros. J. McKie & C. Birt.
Inner Guard	... Bro. P. G. Anderson.
Tyler	... " G. R. Grimble.

A cordial vote of thanks was passed and a Past Master's Jewel voted to Wor. Bro. T. J. Hough, for his valuable services during the year as Acting Master of the Lodge, owing to the absence of Wor. Bro. F. W. Edwards in England. The Worshipful Master having thanked the distinguished visitors for the attendance, R. W. Bro. Johnson responded by giving a very interesting address, in which he said that the Canadians were not only most loyal to the throne, but were also loyal masons, owning their allegiance to the D. G. Master, H.R.H. the Prince of Wales, who was as popular among the Canadians as he was among the English and Scotsmen of the Dominion. R. W. Brother Wilson Black, in responding to the remarks of welcome from the newly-installed Master of the Lodge, gave a really eloquent address, dwelling upon the universality of Masonry throughout the world, and wherever the British flag was seen, there they would find a lodge of Freemasonry. Wherever he might be in the future, he would always cherish most pleasant reminiscences of his stay in Hongkong, and the hearty welcome he had always received from all the Masons of the colony. A special telegram was received during the evening from Wor. Bro. F. W. Edwards and other friends in London, congratulating Wor. Bro. Hooper on his new appointment, and sending fraternal greetings to the Perseverance Lodge.

All the Brethren then adjourned to the Lower Hall, when an excellent banquet was spread, to which ample justice was done. The hall was beautifully decorated for the occasion, large special masonic devices in electric lamps being arranged in a most skilful and artistic manner, and hung from the ceiling of the dining hall. The tables were also laid out in an exceedingly pleasing style, with valuable and handsome racing cups, coloured silk and flowers.

After the supper was over, the usual Masonic toasts were duly honoured, some of the speeches

being unusually happy and a long way above the average. The toasts and speeches were interspersed with excellent and appropriate music, instrumental and vocal, supplied by the Band of the King's Own Regiment, and songs by Bros. G. P. Lammert, Ward, Berger, Bottenheim, Cumming, P. G. Davies, and last, but not least, Bro. J. McKie. At mid-night the Brethren brought the proceedings to a close by singing "Auld Lang Syne" in excellent style, each verse being sung as a solo by different brethren.

This gathering was one that will always be remembered by every one who was fortunate to be present. It may be remarked here that Masonry (English and Scotch) is undoubtedly increasing in Hongkong in a very satisfactory degree, last year having been a "record" year in the colony as regards the number of new members, in not one, but in all lodges. This fact must be very gratifying to the R.W. the District Grand Master, and to all who cherish the welfare of the craft. The advent of so enthusiastic and eminent a mason as H.E. Sir Henry Blake, G.C.M.G., our new Governor has proved himself to be, is confidently looked forward to as the means of giving the craft a still further impetus.

THE GREAT EASTERN AND CALIFORNIA GOLD MINING CO., LIMITED.

The following report has been received by Messrs. Lutgens, Elustmann & Co., the general agents, from the manager at the mines:—

Since my last report of the 3rd instant I have put on a few more men, so as to push the work ahead as fast as possible, for our battery is nearing completion, and although we have sufficient quartz at the various shafts for a good start, yet the development work must be kept going and the more of this is done before the commencement of the crushings the easier it is afterwards to keep the battery going.

Great Eastern Mine.—The contractors have carried the rise up to 15 feet, which shows over 3 feet of fine quartz. There are in this mine two kinds of ore, the one a whitish quartz as in the upper level, worth about 1/2 ounce per ton, and a dark blue stone, which came in at the lower level, and which is considerably richer, fine gold showing on the face of the quartz freely. I have also started three shafts each side to beat out the leading stope. In the north the stope has been carried along 8 feet with the reef showing 4 feet in the face, and the south stope has been put in 5 feet with a reef of about three feet in the face, the ore in both cases looking well. The drives on this reef both north and south should be continued, as well as a connecting winze, mentioned in my last, from the upper level be sunk simultaneously, but I cannot do this yet. We have about 200 tons at grass.

Zulu Mine.—The drive south has been put in 48 feet and at present the reef is only a few inches wide, but of its usual richness. The leading stope has been carried in 12 feet with the reef at present only 6 inches in the face, but the width varies almost daily and to-morrow it may be 18 inches again. In the north I have stopped the men from driving at present, as the chute is getting poor there, possibly one of those blanks which always occur at the end of a chute. The drive has been put in 52 feet, the reef in the face being about one foot wide. We shall resume this drive later on. At present I have put the men on to put in the leading stope and started in 16 feet with the reef in the face showing about 2 feet. As soon as possible I shall continue the shaft, which is badly wanted.

Rise and Shine.—This is now just like the Zulu, small and erratic, but good. We have about 40 tons on top here. As mentioned in my last, I had started the men to drive in the upper level, immediately below the old workings to get at the true course of the reef, as the slide met with in the lower part of the shaft had knocked the ground about so much. We have now resumed our lower drive after having driven 18 feet under the old workings, and shall soon know more about it.

Bank of England.—I have let a contract here to stope out the big reef. On the rich leader north we have driven 13 feet. It is 8 inches

wide, but much larger over head, and rich, the stone showing nice gold. I shall also let a contract here (on fast now) for driving next week.

Battery.—This is getting on fast now. The engine foundations are in course of construction, the boilers are in position, also four of the six pans, the shed framing is finished, and the iron will be put on next week, but owing to the unfortunate delays explained in my last, I am sorry to say we shall not be able to start crushing before the end of December. With about 40 tons of quartz at grass at the Bank, our present quantity of ore raised will not fall much short of 800 tons.

OLIVE'S FREEHOLD MINES, LIMITED.

We have received the following report from the General Managers of work done at the mines:—

Eureka "A" Shaft.—The distances driven on November 13th were as follows:—

150 feet level North	198 feet
150 " " South	70 "
20 " " North	182 "
200 " " South	100 "
Intermediate " North	88 "
300 " " South	58 "
300 " " North	148 "
300 " " South	95 "

The October clean up yielded 286 ounces from 660 tons ore crushed. Most of the stone now being taken out is from the 150 feet level north and intermediate levels below 200 feet level. The ore at the 150 feet level north is improving. The reef in the drive at 300 feet level is showing signs of changing again, getting smaller and more mineralized, but not much gold as yet.

Eureka "B" Shaft is down 136 feet, corresponding with the 150 feet level "A" Shaft. It is about 100 feet to the westward of the old Woolmooloo workings and driving eastwards has been commenced in order to pick up that reef, which was very rich near the surface.

RAUB.

The Manager's Report for the five weeks ending on the 14th December, 1898, is as follows:—

Raub Hole.—The only work being done in this section is the driving of the prospecting drive and stoping on the ore chute.

Prospecting Drive.—This is now in a total distance of 80 ft. from the level. The country gone through is very hard, close black slate and sandstone, and is almost dry. As this is a purely prospecting drive in unexplored country it is impossible to say what might be met with. There are old native workings and a strong outcrop of quartz to the east.

Ore Chute.—We are stoping this up from the 220 feet level. The chute of ore is about 30 feet long by an average width of 2 1/2 inches. Very fair gold can be seen in breaking the stone, 12 feet of the ore chute has been taken out to date.

Bukit Hitam.—Driving both north and south on the course of the lode has proceeded steadily, with the exception of four days, owing to a heavy rush of water. Going North the drive is in 52 feet. For the last 5 feet the country is more regular, and about 5 inches of nice mineralized stone has made in the face. Going South about 14 feet has been driven. We have now got a well defined lode 18 inches wide in the face of drive, and showing first rate gold, equal to fully 2 ounces per ton. It appears to improve in size and quality as we drive on it. This end is very hard and wet, and bad air is also causing trouble. I am putting up a new ore hopper and laying down a short tramway so as to load the stuff direct into the railway trucks, as I expect to be crushing from this mine directly.

Bukit Koman.—This section continues to develop very well, particularly in the North Drive, No. 2 Level. In the No. 1 Level North we have not been able to do any work since the burst of water and stuff into the level. I do not think it advisable to do anything during the present very wet weather, as the water is very heavy. As soon as the weather clears up I will resume work here.

No. 1 Level South.—This end is now in over 1,000 ft. from the crosscut. In the face the lode is a series of leaders and bunches of quartz. We are taking this drive in about 8 ft. wide, most of the stuff going to the mill for crushing. In the Leading Stope over the back of the level we are taking 12 ft. wide of crushing stuff, in which very fair gold can be seen.

The Stopes above this are from 5 ft. to 14 ft. wide, and all looked very well.

No. 2 Level.—In the end going North the lode is 10 ft. wide, and shows real good gold for the whole width. In fact this end never looked better than at present, and as there is good gold in the level above for a long way ahead of this, it looks well for the future prospects of the Company, particularly as the backs between this and the No. 1 Level are untouched.

No. 3 Level South end does not look so well as it did at the date of my last report. There is a foot to eighteen inches of stone on the foot-wall side of the lode all the rest being mullock, but there may be ore further East. This I cannot say until I put in a crosscut to see. This level is now about 850 feet from face to face. At present the water is very heavy in this mine owing to the heavy rains during the past three weeks.

No. 1 South Engine Shaft.—I am now putting up Poppet Heads and preparing foundations for Pumping and Winding Machinery.

Bukit Jellis.—The work being done in this section is driving crosscuts east and west at 350 feet level.

The crosscut going East is now in 230 ft. from the shaft. I expected to cut the lode in this crosscut before this, but as I have so little data to go on at this level it is hard to say how far we may have to drive before we cut it, as that will depend on the underlie of the lode.

In the crosscut going West the drive has been in quartz leaders all the way. It is now in 42 ft. from the shaft. About 20 ft. of the leaders near the shaft carry gold, some of them being very good. About 20 ft. of this will eventually, when we start driving on it, be sent to the mill for crushing. This I think is the same body of ore as we cut in sinking the shaft at 310 ft. carrying first class gold. The face of the drive at 350 ft. is now in broken country full of leaders. There is not a great deal of water at this level.

Weather.—The monsoon has now fairly set in, and we can expect heavy rains for the next two or three months. This is giving the pumps in the different mines much heavier work.

Battery.—The usual rough clean up for the month of November took place on Monday last for a yield of 3,689 ounces of amalgam from 1,461 tons of ore crushed; this is fully up to the late average. The mill started crushing again on the same afternoon.

Electric Installation, Sempam section.—Owing to the heavy rains and floods little progress has been made with the different works on this section. At the Dam some loss has occurred by the floods carrying away material used in the construction of the works. This is difficult to avoid, owing to the nature of the rock bound gorge in which the dam is being constructed. Owing to the great fall in the river, floods come down with tremendous force, sweeping everything loose before them. No damage has been done to the work so far as completed, although the rush of water was some feet over the top of it. Owing to a combination of circumstances this work has been delayed, or it would have been completed before the wet set in. I am afraid we shall not be able to do much at this work until the fine weather sets in.

Flume.—Most of the timber for this is laid on the track all ready to put together. A start will be made to put it together from the Pipe-head Reservoir end.

Pipe head Reservoir.—This is all ready to receive the pipe-head and flume.

Pipe Track 3,000 feet long is almost completed to power station. We can start laying the pipes at any time.

Power Station.—Retaining wall and all work, except the drains for carrying water from Pelton Wheels, are finished. We shall start to put up the building for power house at once.

Cable Track.—7 1/2 miles. This has been cleared for 100 feet on each side of the cable, and all timber likely to fall on the cables has been felled.

A track has been cleared along the line of posts and a bridge path for inspection is almost completed. This has been a work of difficulty owing to the precipitous nature of the country the cables pass over.

Railway Deviation and Battery Site.—Only slow progress is being made with these works owing to wet weather. Most the heavy timbers for foundation of new battery have now been delivered and as soon as the excavation of battery site is finished the work of putting up the buildings will be pushed on as rapidly as possible.

WM. BIBBY,
M. Manager.

VICTORIA REGATTA.

FIRST DAY, 20TH DECEMBER.

The annual regatta promoted by the Victoria Recreation Club commenced yesterday. The weather could hardly have been more favourable from a spectator's point of view, being neither too hot nor too cold, and it is accordingly to be regretted that there was not a larger attendance of the general public, for whose accommodation Captain Borland had kindly lent the British ship *Kensington* as flagship, the *Fame*, by the courtesy of the Chief Manager of the Dock Company, conveying passengers to the flagship at 12-30 p.m. and 1 p.m., returning ten minutes after the last race. The band of the Hongkong Regiment was on the flagship, which was gaily decorated, and played selections during the afternoon. The different events were closely followed by the occupants of several launches. On one of the latter was H.E. Sir Henry Blake, together with various members of the consular body. For the event of the day—the Chairman's Challenge Cup—four crews had entered, against five last year. The winning boat was *Rose* (A. A. Alves stroke). The *Leek* (A. E. Alves stroke), which was thought to have a good chance for second place, was behind at the conclusion of the race. For the Ladies' Prize, another feature of the regatta, three crews tried their strength, but the boat stroked by W. Armstrong again won, this time easily, there being a considerable distance between the first and second, the last named and the third being close together at the finishing post. The men-of-war's cutters was a capital race. The five crews which had entered included one from the *Deutschland*, who kept their course well and rowed splendidly. They were, however, beaten on time (four seconds) by the *Centurion*, the *Powerful* coming third. After the race for the Ladies' Prize there was a short interval, during which Miss Blake handed the reward to the successful competitors, after she had been briefly introduced by Mr. E. D. Sanders. Mr. W. Armstrong, the stroke of the winning crew, presented Miss Blake with a handsome bouquet of white flowers, and in response to his request three hearty cheers and a "tiger" were given for her. His Excellency immediately afterwards returning the compliment by calling for three cheers for the successful crew. There was no fault whatever to find with the arrangements, and the whole proceedings passed off without a hitch. We might mention, however, that the question "Where are the military?" was frequently asked, no crew from the Garrison having entered.

The following is a list of the officials:—

President.—His Excellency Sir Henry A. Blake, G.C.M.G.

Stewards.—His Excellency Vice-Admiral Sir E. H. Seymour, K.C.B., His Excellency Major-General Black, C.B., Dr. J. M. Atkinson, Hon. E. R. Belilios, C.M.G., Hon. J. J. Bell-Irving, His Honour The Chief Justice (Sir John Carrington, Kt., C.M.G.), Hon. C. P. Chater, C.M.G., Mr. D. Gillies, Mr. A. Haupt, Commodore Swinton C. Holland, R.N., A.D.C., Mr. T. Jackson, Major Jeffreys, R.E., Mr. J. H. Lewis, Mr. A. P. MacEwen, Major Matthews, R.A., Hon. F. H. May, C.M.G., Mr. E. W. Mitchell, Mr. H. N. Mody, Senor Jose de Navarro (Spanish Consul), Lieut.-Col. The O'Gorman, D.A.A.G.A., Mr. W. Poate, Mr. W. H. Ray, Colonel Retallick, H.K.R., Mr. F. C. Riehoff (German Consul), Mr. H. A. Ritchie, Mr. A. G. Romano (Consul-General for Portugal), Lieut.-Colonel John Rowlandson, K.O.R., Hon. Commander R. Murray Rumsey, R.N., Mr. E. Shewan, Mr. N. A. Siebs, Hon. T. Sercombe

Smith, Commander W. H. Taylor, R.N., Captain A. Tillett, and Mr. Rounseville Wildman (U.S. Consul-General.)

Committee.—Com. W. C. H. Hastings, R. N. (Chairman), Messrs. W. Armstrong, G. A. Caldwell, A. Denison, G. L. Duncan, F. Lamert, R. K. Leigh, T. H. Reid, E. D. Sanders, M. A. A. Souza, W. H. Potts (Hon. Treasurer), and W. S. Bailey (Acting Hon. Secretary).

Judges of the Rowing Races.—Messrs. R. K. Leigh and E. D. Sanders.

Umpires and Starters.—Rowing: Starter, Mr. W. H. Potts; Umpire, Mr. C. H. Grace. Yachts: Mr. R. Cooke. Open Sailing Boats: Mr. E. Burnie.

Judge of the Sailing Races.—Commander R. J. Rogers, R.N.

Time-keeper.—Mr. T. F. Hough.

LIGHT GIGS; open to regular Chinese crews of the same hong or office; boats must carry a European coxswain; boats to be passed by the committee; distance, one mile; time allowance, 8 seconds per oar; 1st prize, \$10; 2nd prize, \$5. Post entries.

Joan (*Tamar*) 1
Marjorie (*Tamar*) 2

Marjorie started well, but the stiff breeze which was blowing seemed to prove too much for her. Joan shot ahead and won, by a clear length. Time 8 min. 3½ sec.

CHAIRMAN'S CHALLENGE CUP; for four oars; cup to be held by the winning crew for one year, but to remain the property of the Club; distance, one mile-and-a-half; entrance \$10. To be rowed in boats the property of the Victoria Recreation Club.

ROSE 1

Station No. 2.—White.

	st.	lbs.
Bow, L. A. Rose	9	0
2, Albert Ellis	11	2
3, G. Mollison	12	12
Stroke, A. A. Alves	11	3
Cox, J. M. E. de Carvalho	9	0

KORNBLOME 2

Station No. 1.—Black and white.

	st.	lbs.
Bow, J. D. Danby	10	10
2, E. Herbst	9	10
3, J. A. Fredericks	10	11
Stroke, E. August	11	6
Cox, F. W. White	9	0

THISTLE 0

Station No. 3.—Black, pink sash.

	st.	lbs.
Bow, F. H. Hyndman	10	9
2, F. Lammert	10	10
3, W. S. Bailey	11	4
Stroke, W. Armstrong	12	9
Cox, H. W. Kennett	10	0

LEEK 0

Station No. 4.—Royal blue.

	st.	lbs.
Bow, P. Hyndman	9	10
2, J. M. S. Machado	10	2
3, G. Wilson	13	10
Stroke, A. E. Alves	11	4
Cox, J. H. R. Hance	9	8

Leek got off well, going on with a very fast stroke. Kornblume seeming to be the slowest to get under weigh. She soon got behind while Thistle seemed to hold Leek. A strong wind which was blowing down the course made hard work for the oarsmen, but fortunately the water was not very choppy, and as to the different stations there was nothing to choose between them. After a quarter of a mile had been covered *Rose*, which kept fast time, led, *Kornblume* being considerably in the rear. By this time *Rose* was a clear length and a half ahead of *Thistle*, which had a slight lead from *Leek*, *Kornblume* having got close up to them. *Rose* continued to forge ahead and *Thistle* pulled up, the crew rowing very well together but with a rather slow stroke as they neared the Torpedo Depot. The stroke of *Kornblume* (E. August) stuck well to his work, but the No. 3 was rowing very short and the No. 2 lost much time by frequently turning round. In spite of this *Kornblume* passed *Leek* and got abreast of *Thistle*. In the meantime *Rose* increased her lead and had the race well in hand. There was a good race between *Kornblume* and *Thistle*, but when a fair distance from the finishing post it was evident that *Rose* had already won, ultimately finishing six lengths ahead, there being but little

space between *Kornblume* and *Thistle*. Owing to the vagaries of the starter's watch we are unable to give the time of this race.

LIGHT GIGS; open to European non-commissioned officers and men of any regiment or corps of the garrison or to European crews of any of H.M. vessels or to European members of the Police Force; entrance, \$1; distance, one mile; boats to be approved of by the committee; time allowance, 8 seconds per oar; four boats must start for two prizes; 1st prize, \$15; 2nd prize, \$10. Post entries.

Boats.	Names.	Oars.
H.M.S. <i>Centurion</i> ...	Nobby	6...1
<i>Tamar</i> ...	Marjorie	— 0

Nobby got off first but both boats pulled for all they knew and had there been more competitors of the same calibre the scene would have been well worth witnessing. As it was the race excited much interest among the men-of-war men, many of whom had assembled near the Torpedo Depot and cheered lustily as the boats passed. As they neared the goal Marjorie put on a spurt, but Nobby responded and won by almost a couple of lengths. Time—6½ min.

SNAKE BOATS; open to Chinese snake boats distance, one mile; 1st prize, \$10; 2nd prize, \$5; eight boats to start for two prizes.

Names.	Colours.
Tin Yik	Red ... 1
Hung Hop	White & Black ... 2
Tai Hing	Black ... 0
Wing Mau	White ... 0
Man Hop	Yellow ... 0
Mau Un	Green ... 0

The inhabitants of Yaumati had assembled in great force at different points along the course for the purpose of watching this event, and it was evident from the lusty cheering that there was considerable anxiety as to the result. No. 1, which was the only crew which appeared in costume, struggled hard to secure first place, and eventually succeeded, defeating No. 6. Time—6½ min.

LADIES' PRIZE; presented by the ladies of Hongkong; for four-oars; distance, one mile; entrance, \$10; to be rowed in boats the property of the Victoria Recreation Club.

THISTLE 1

Station No. 2.—Black, pink sash.

	st.	lbs.
Bow, Albert Ellis	11	2
2, F. Lammert	10	10
3, E. August	11	6
Stroke, W. Armstrong	12	9
Cox, L. A. Rose	9	0

LEEK 2

Station No. 3.—Royal blue.

	st.	lbs.
Bow, T. Meek	10	5
2, A. E. Alves	11	4
3, G. Wilson	13	10
Stroke, A. A. Alves	11	3
Cox, F. W. White	9	0

KORNBLOME 0

Station No. 1.—Light and dark blue.

	st.	lbs.
Bow, J. H. R. Hance	9	8
2, C. E. A. Hance	11	1
3, W. S. Bailey	11	4
Stroke, E. Herbst	9	10
Cox, H. W. Kennett	10	0

Thistle was the favourite for this race, and from the first there was hardly any doubt as to the result. After leading for half a mile she put on a spurt and won easily by six lengths, about two lengths dividing the second and third. Time—6½ mins.

GRIFFINS' TUB RACE; (tub sculling boats); distance, half-mile; entrance, \$1; (restricted to members who have never won a race in a regatta); to be rowed in boats the property of the Victoria Recreation Club.

Station 4, P. Hyndman ...	Boat No. 1 ...
" 3, M. E. Asgar	No. 5 ... 2
" 2, J. A. Mackie	No. 3 ... 0
" 1, W. S. Bailey	No. 2 ... 0

Hyndman got off well but Bailey was slow at starting and was in consequence behind throughout. The others kept well together for some time when Asgar got a slight lead, which he soon relinquished, however, to Hyndman, who defeated him by about a length. Time—5 mins.

MEN-OF-WAR'S CUTTERS; the boats to be approved and handicapped, if necessary, by the Committee. Distance, one mile. Time allowed for oars, 8 seconds per oar. Four boats must start for two prizes. Entrance, \$1.

First prize, \$15; second prize, \$5. Post entries.

Boats	Oars
Centurion (No. 1) ...	12 1
Deutschland ...	14 2
Powerful ...	14 3
Tamar (No. 1) ...	10 6
Alacrity ...	0

This was a tough struggle. The *Deutschland*, which numbered as many oars as the *Powerful*, was a somewhat lighter boat and she consequently at once took the lead. All the same, however, the Germans rowed splendidly and kept well to their course, ultimately reaching the winning post first, her time being 6½ mins. The *Centurion* won on her time allowance for oars.

SAMPAN RACE; open to regular Chinese sampans; distance, half-mile; 1st prize, \$10; 2nd prize, \$5; eight boats to start for two prizes.

No. 2497 ...	1
2398 ...	2
2680 ...	3

Before starting the occupants of 2497 took the precaution to burn some joss paper. This seemed to nerve them up, for they pulled for all they were worth and soon out-distanced their competitors and won easily. Time—5 mins.

LUSITANO CUP; presented by the members of the Club Lusitano (for four oars); distance, one mile; entrance, \$10; to be rowed in boats the property of the Victoria Recreation Club.

THISTLE ... 1

Station No. 4.—Black, pink, ash.

Boat	st.	lbs.
Bow, Albert Ellis ...	11	2
2, J. A. Fredericks ...	10	11
3, G. Mollison ...	12	12
Stroke, W. Armstrong ...	12	9
Cox, R. Henderson ...	9	0

KORNBLUME ... 2

Station No. 2.—Royal blue.

Boat	st.	lbs.
Bow, J. M. S. Machado ...	10	2
2, J. D. Dauby ...	10	10
3, G. Wilson ...	13	11
Stroke, A. A. Alves ...	11	3
Cox, Chad. T. Kew ...	9	0

ROSE ... 3

Station No. 3.—Black and white.

Boat	st.	lbs.
Bow, J. H. R. Hance ...	9	8
2, F. Lammert ...	10	10
3, T. Meek ...	10	5
Stroke, E. August ...	11	6
Cox, F. W. White ...	9	0

LEEK ... 0

Station No. 1.—White.

Boat	st.	lbs.
Bow, L. A. Rose ...	9	0
2, F. Herbst ...	9	10
3, W. S. Bailey ...	1	4
Stroke, A. E. Alves ...	11	4
Cox, J. M. E. de Carvalho ...	9	0

Thistle led off well and notwithstanding the stiff wind kept up a good speed which soon began to tell. Rose, after struggling manfully for some time, was seen to give way and the success of Thistle was assured. Rose and Kornblume had a hard fight for second place, which Kornblume ultimately won by half a length. Thistle being first by a couple of lengths. Time—5½ mins.

SAILING RACES.

YACHTS AND PARTIALLY-DECKED BOATS; (in two classes); Y. R. A. handicap; prizes, a cup for each class; entrance, \$1. Course—2 miles.

A. CLASS.

Boat	Owner	Rating	Allows.
Phoebe ...	Mr. F. H. May	24	
Chanticleer ...	Mr. C. A. Tomas	24	
Sybil ...	Officers, R.E.	23.9	11 sec.
Erica ...	Mr. A. Denison	23.9	11 "
Maid Marian ...	Mr. J. Hastings	23.9	11 "
Bonito ...	Major Kos	23.9	11 "
Active ...	Mr. H. Pollock	23.9	32 "
Melrose ...	Mr. G. H. Kew	23.9	1 min. 48 "

B. CLASS.

Boat	Owner	Rating	Allows.
Page ...	Officers, R.E.		
Dart ...	Dr. Clark		
Ladybird ...	Mr. C. D. Williamson		
Princess ...	Officers, R.A.		
She ...	Mr. E. J. Meugens	4 min. 30 "	

The course for the yachts and partially-decked boats, starting at 1.30, and for the open sailing boats, starting at 1.40, was:—From a line

between two mark-boats moored to the south of Green Island, leaving it to starboard, round the white conical buoy at Cosmopolitan Dock, leaving it to starboard, round the north fairway buoy leaving it to port, and across the line from west to east. Distance 2 miles.

The finish of this race was marred by some junkies lolling the mark-boat. The following was the order of the boats at the finish:—

A. CLASS.

Bonito ...	1
Chanticleer ...	2
Erica ...	3

B. CLASS.

Ladybird winner.	
A protest has been entered in A Class by the helmsman of the Erica, who alleges that the Bonito fouled him in the course of the race.	

OPEN BOATS; (over 18 feet); any rig, Chinese-owned boats excluded; entrance, \$2; prize, \$25; course, 9 miles. Post entries.

H.M.S. Tamar's	32 feet	Galley	Allows.
" "	30	Cutter	3 minutes
" "	30	Galley	3 "
" "	30	Gig	3 "
" "	30	Cutter	3 "
" "	30	Gig	3 "
" "	30	1st Cutter	3 "
" "	30	2nd Cutter	3 "
Naval Yard ...	26	Gig	9 "
No. 7 Police ...	26	Gig	9 "

The following was the order at the finish:—

Tamar's cutter (winner) ...	1
Powerful's gig ...	2
Tamar's galley ...	3
P. and O.'s boat ...	4

OPEN BOATS; (18 feet or under); any rig; Chinese-owned boats excluded; time allowance, 10 seconds per foot in length of boats per mile; entrance, \$1; prize, value \$20. The course, starting at 1.40, was from the starting line, round mark boat off Green Island and back, crossing starting line from west to east; five miles. Post entries.

H.M.S. Tamar's ... 18 No. 1 Skiff Allows.

" Alacrity's ...	18	No. 2 Skiff	"
" Tamar's ...	16	Skiff 1 m. 4 1/2 s.	"
" "	14	Skiff 3	20 "
" Bonaventure's ...	14	Skiff 3	20 "
" Alacrity's ...	13	Skiff 4	10 "

The order at the finish was:—

Alacrity's skiff (winner) ...	1
Tamar's skiff (16 ft.) ...	2
Tamar's skiff (14 ft.) ...	3

SECOND DAY, 21ST DECEMBER.

The promoters of the regatta, were again favoured with propitious weather yesterday, though it was somewhat colder and with less wind stirring than on Tuesday. Some seven or eight launches closely followed the different races. The International, though there were only two entries, was a capital event. The Scotch and the Portuguese tried their strength, and though the Portuguese were beaten they were by no means disgraced, holding out pluckily until the last. The Brothers Alves, practically had a walk over for the Brokers' Cup, but the German Cup was stoutly fought for. The race for men-of-war's gigs and whalers was one of the most interesting events of the day, whilst the sampan and snake boat races caused much amusement among the Europeans and intense excitement amongst the natives.

LIGHT GIGS; open to regular Chinese crews of the same hong or office; boats must carry a European Coxswain; distance, one mile; time for oars 8 seconds per oar; first prize \$10; 2nd prize, \$5; winner of No. 1 race first day excluded; boats to be passed by the committee; post entries.

In this race Joan and Marjorie, which competed the previous day, were the only entries. Marjorie, which seemed to be much the better boat of the two, got off well and soon out-distanced her opponent, winning easily. Time—7 min. 47 sec.

INTERNATIONAL CHALLENGE CUP; for four-oars; cup presented by the late J. S. Lapraik, Esq. to be held by the winning crew for one year, but to remain the property of the club; distance, one mile and a half; entrance, \$10; to be rowed in boats the property of the Victoria Recreation Club.

THISTLE ... 1

(Scotch.)

(Station No. 2.—White, with thistle.

Boat	st.	lbs.
Bow, Albert Ellis ...	11	2
2, G. Mollison ...	12	12
3, G. Wilson ...	13	10
Stroke, W. Armstrong ...	12	9
Cox, G. A. Caldwell ...	9	0

LEEK ... 2

(Portuguese.)

Station No. 1.—Royal blue.

Boat	st.	lbs.
Bow, F. H. Hyndman ...	9	0
2, J. M. S. Machado ...	10	2
3, A. E. Alves ...	11	4
Stroke, A. A. Alves ...	11	3
Cox, F. W. White ...	9	0

Though there were only two entries for this event the interest taken in it was great, as it was known that the crews were very well matched. Before the start the Portuguese, who were first on the course, were encouraged by a launchful of their own countrymen, who cheered them lustily. Both started well, but they had not taken many strokes when it was seen that Thistle was ahead. For close on a mile, however, the result was doubtful, first one and then the other boat leading. When opposite the brickette works the Scotch, who were pulling strong, were distinctly in front, but the Portuguese, who worked most pluckily throughout, put on a spurt and gained on their opponent. It was apparent, however, that they were played out, but they stuck to their guns—or rather to their oars—to the last, and though they came in second the cries of "Well done, both of you" which were given vent to by the spectators showed that their efforts were fully appreciated. Time—11 min. 56½ sec.

LIGHT GIGS; open to European non-commissioned officers and men of any regiment or corps of the garrison or to European crews of any of H.M. vessels or to European members of the Police Force; entrance, \$1; distance, one mile; boats to be approved of by the committee; time allowance, 8 seconds per oar; four boats must start for two prizes; winning crew of 3rd race, first day, to be handicapped by the Committee; 1st prize, \$15; 2nd prize, \$10. Post entries.

Boats ... **Names** ... **Oars** ...

H.M.S. Centurion ...	Nobby	6	1
Tamar ...	Marjorie	—	2

Nobby did not start well, but after a moment's hesitation shot ahead, and was soon a length and a half in front. She maintained her lead until the finish, when she led by several lengths. Time—7 min. 24½ sec.

BROKERS' CUP; (for double sculls); presented by the brokers of Hongkong; distance, half-mile; entrance, \$5; to be rowed in boats the property of the Victoria Recreation Club.

MAUD ... 1

Station No. 1.

Boat	st.	lbs.
Bow, F. H. Hyndman ...	9	0
Stroke, F. Hyndman ...	9	10
Cox, — ...	9	0

LEEK ... 2

Station No. 3.—Royal blue.

Boat	st.	lbs.
Bow, A. E. Alves ...	11	4
Stroke, A. A. Alves ...	11	3
Cox, F. W. White ...	9	0

E. LEAK ... 0

Station No. 2.—White, with red cross.

Boat	st.	lbs.
Bow, J. H. R. Hance ...	9	8
Stroke, H. W. Kennett ...	10	0
Cox, — ...	9	0

This was by no means so good a race as was anticipated. Though Maud soon led the others, were not far behind until Eileen seemed to break down—Kennett broke his stretcher or was done up, or something, and Eileen got hopelessly in the rear. Maud, increasing her lead, winning easily. Time—4 min. 58½ sec.

TUB SCULLING; (tub sculling boats); distance, half-mile; entrance, \$1; to be rowed in boats the property of the Victoria Recreation Club.

Station No. 1 ... J. Coyle

" " 2 ... W. S. Bailey

" " 3 ... P. Hyndman

" " 4 ... M. E. Asgar

This race was cancelled.

SAMPANS, open to regular Chinese sampans; distance, half-mile; 1st prize, \$10; 2nd prize, \$5; eight boats to start for two prizes; winner of No. 9, first day, excluded.

Five boats competed. The occupants put in all they knew and were loudly cheered by a crowd of Chinese who crowded the praya at Kowloon. Two of the boats, however, got well ahead and easily secured the prizes. Time—5 min. 43½ sec.

GERMAN CUP, presented by the members of the Club Germania; for four-oars; distance, one mile; entrance \$10; to be rowed in boats the property of the Victoria Recreation Club.

THISTLE

Station No. 4.—Black and pink sash.

	st.	lbs.
Bow, Albert Ellis	11	2
2, A. E. Asgar	9	4
3, J. A. Fredericks	10	11
Stroke, W. Armstrong	12	9
Cox, J. M. E. de Carvalho	9	0

ROSE

Station No. 5.—White.

	st.	lbs.
Bow, F. H. Hyndman	9	0
2, J. D. Dapby	10	10
3, T. Meek	10	5
Stroke, A. E. Alves	11	4
Cox, Chad. T. Kew	9	0

LEEK

Station No. 3.—Royal blue.

	st.	lbs.
Bow, L. A. Rose	9	0
2, J. H. R. Hance	9	8
3, G. Wilson	13	10
Stroke, A. A. Alves	11	3
Cox, F. Lammert	10	10

SHAMROCK

Station No. 1.—Light and dark blue.

	st.	lbs.
Bow, P. Hyndman	9	10
2, J. M. S. Machado	10	2
3, W. S. Bailey	11	4
Stroke, E. Herbst	9	10
Cox, F. W. White	9	0

KORNBLOME

Station No. 2.—Black and white.

	st.	lbs.
Bow, C. E. A. Hance	11	1
2, J. W. Cummings	12	0
3, G. Mollison	12	12
Stroke, E. August	11	6
Cox, H. W. Kennett	10	0

Rose started well, Shamrock and Kornblume being soon left behind, Leek and Thistle being almost abreast. When close to the wharf Rose was still in front, but Thistle had got clean of Leek. As the goal was neared a hard struggle took place between Rose and Thistle. The latter ultimately won by a length, Rose coming in second, with Leek close behind her. Time—7 min. 8 sec.

FOR MEN-OF-WAR'S GIGS AND WHALERS; distance, one mile; entrance, \$1; first prize, \$15; second \$5; the boats to be approved by the committee; time allowed for Oars, 8 seconds per oar; three boats must start or no race. Post entries.

Boats.	Oars.	
Powerful	6	1
Centurion	5	2
Hart	4	3
Deutschland	5	0
Tamar	5	0
Deutschland	8	0
Swift	5	0

This was a splendid race. Through the gun missing fire, however, the start was not so good as it might have been, the Germans in particular, though the word "go" had been called, seeming to get behind in consequence. They, however, pulled up manfully, and with the exception of the Powerful, which was a long way ahead at the finish, the other boats kept fairly well together. Time—4 min. 1 sec.

SNAKE BOATS, open to Chinese snake boats; distance, one mile; 1st prize, \$10; 2nd prize, \$5; eight boats to start for two prizes; winner No. 4 race first day excluded.

Names.	Colours.
Tin Yik	Red
Tai Hing	Black
Wing Man	White
Man Hop	Yellow
Man Un	Green
Hung Hop	White and black

This was another exciting race, and it finished as did the snake race on the previous day, Tin Yik coming in first and Hung Hop second, the last named, however, being awarded the first prize, as the winner of the previous day was excluded.

CHINESE CUP, for four-oars; presented by the Chinese community of Hongkong; open to members and subscribers of the Victoria Recreation Club who have never won a race at a Regatta; distance one mile; entrance, \$5; to be rowed in boats the property of the Victoria Recreation Club.

LEEK

Station No. 5.—Dark blue and white.

	st.	lbs.
Bow, G. Rapp	8	0
2, J. Millar	9	11
3, J. A. Mackie	10	6
Stroke, A. E. Asgar	9	4
Cox, F. W. White	9	0

SHAMROCK

Station No. 4.—Violet and green.

	st.	lbs.
Bow, E. Abraham	8	0
2, R. Henderson	9	12
3, M. E. Asgar	9	4
Stroke, C. E. A. Hance	11	1
Cox, E. Herbst	9	10

THISTLE

Station No. 1.—White, red sash.

	st.	lbs.
Bow, F. D. Bain	8	8
2, R. Lapsley	10	12
3, A. L. Sutton	10	10
Stroke, J. D. Danby	10	10
Cox, F. Lammert	10	10

ROSE

Station No. 2.—Pink and green.

	st.	lbs.
Bow, R. Basa	9	4
2, J. L. Barros	8	8
3, J. Coyle	12	0
Stroke, J. H. R. Hance	9	8
Cox, T. Meek	1	5

KORNBLOME

Station No. 3.—White.

	st.	lbs.
Bow, F. G. Chunnnett	8	8
2, J. C. Logan	10	6
3, F. H. Hyndman	9	9
Stroke, W. S. Bailey	11	4
Cox, H. W. Kennett	9	0

Leek commenced well, with Shamrock close on her heels, Rose and Kornblume being not far off with Thistle last. Then Shamrock got in front, and she still led when the Torpedo Depot had been reached, Leek being close up and Kornblume last. When the winning post was reached, however, Leek led with Shamrock second. Time—7 minutes 4 sec.

SAILING RACES.

FOR YACHTS AND PARTIALLY-DECKED BOATS; (handicap by the Committee of the Royal Hongkong Yacht Club); first prize, cup second prize, cup; entrance, \$4. Course, 9 miles.

	Owners.	Rating.
Phoebe	Hon. F. H. May	Scratch
Chanticleer	Mr. C. A. Tomes	do.
Sybil	Officers, R.E.	do.
Erica	Mr. A. Denison	do.
Maid Marian	Mr. J. Hastings	do.
Bonito	Major Koe	do.
Active	Hon. H. E. Pollock	2 minutes
Meteor	Mr. C. H. Kew	2½ "
Payne	Officers, R.E.	5 "
Dart	Dr. Clark	5 "
Ladybird	Mr. C. D. Wilkinson	5 "
Princess	Officers, R.A.	5 "
She	Mr. E. J. Mengens	8 "

The course for the yachts and partially-decked boats, starting at 30, and for the open sailing boats, starting at 1.40, was—From a line between two mark-boats moored to the south of the Flagship, round a mark-boat north of Green Island, leaving it to starboard, round the white conical-buoy at Cosmopolitan Dock, leaving it to starboard, round the north fairway buoy, leaving it to port, and cross the line from west to east. Distance 9 miles.

The yachts got off at 1.30 to a splendid start, and they crossed the winning line in the following order:—

	H.	M.	S.
Erica	(2)	3	9
Sybil	3	9	12
Chanticleer	3	10	41
Maid Marian	3	12	00
Phoebe	3	12	57
Ladybird	(1)	3	13
Active	3	13	57
Bonito	3	14	23
Princess	3	15	27
Payne	3	16	20
Meteor	3	19	58
Dart	3	21	33
She			not timed

As the Erica and the other leading boats had to allow 5 minutes to Ladybird, the Ladybird had the advantage by 1 min. 6 sec. Erica second.

OPEN BOATS; any rig, Chinese-owned boats excluded; time allowance, 10 seconds per foot in length per mile; length of boat to be stated; entrance \$2; prize, \$25 course, 9 miles; (winner of similar race on first day to be penalised 5 minutes). Post entries.

H.M.S.	Powerful's	32 feet	Galley	Allows.
" Tamar's	30	"	Cutter	3 minutes
" "	30	"	Galley	3 "
" Centurion's	30	"	Gig	3 "
" Powerful's	30	"	Cutter	3 "
" Grafton's	30	"	Gig	3 "
" "	30	"	1st Cutter	3 "
" "	30	"	2nd Cutter	3 "
Naval Yard	26	"	Gig	9 "
No. 7 Police	20	"	Gig	9 "

This was a fine race, the leading boats passing the line at the finish as follows:—

H.M.S.	Tamar's	Cutter	H.	M.	S.
" Powerful's	3	20	22		
" Alacrity's	3	25	45		
Police Boat	3	35	00		

The winning boat won in spite of having to allow 5 minutes to the Powerful's cutter—thus winning by 23 seconds.

OPEN BOATS; (18 feet or under); any rig; Chinese-owned boats excluded; time allowance, 10 seconds per foot in length of boats per mile; entrance, \$1; prize, value \$20. The course, starting at 1.40, will be from the starting line, round mark, boat off Green Island and back, crossing starting line from west to east; five miles. Post entries.

H.M.S.	feet	No. 1 Skiff	Allows.
Tamar's	18	No. 2 Skiff	
Alacrity's	18	Skiff	
Tamar's	16	Skiff 1 m. 40 s.	
"	14	Skiff 3 m. 20 "	
Bonaventure's	14	Skiff 3 m. 20 "	
Alacrity's	13	Skiff 4 m. 10 "	

The race for the smaller class of open sailing boats was interesting, the Alacrity's skiff running away from everything. Times:—

H.	M.	S.
Alacrity's Skiff	3	18
Tamar's	3	37

P. L.

TOURNAMENT FOR HON. E. H. MAY'S CUP.

On Saturday, 17th December, the second match of the polo tournament was played by teams from the Royal Artillery and The King's Own, present holders of Hon. F. H. May's Cup. The Royal Artillery were "at home" and among a large attendance of visitors we noticed H.E. Sir H. Blake and Major-General Black.

ROYAL ARTILLERY.	THE KING'S OWN.
Hudson	1 Woodgate
Simmonds	2 Johnson
Loring	3 Paton
Burney	4 Laurie

On the ball being thrown, the gunners at once pressed the infantry, and a goal was neatly saved by Laurie. A brilliant run by Paton ended in a goal hit by Johnson. After some sticky play and a good deal of missing, Simmonds got away, prettily scoring a subsidiary, the ball striking a goal post. The gunners still pressed, Paton and Johnson relieved with a good run, but failed to score. Again Simmonds got on the ball, but after a good run across the ground the ball went out. More sticky play followed. Johnson and Paton got the ball away, but Simmonds quickly brought it back. From a

throw in the ball was put out on the road. Hudson fell off; Paton's pony, to equalise matters, jumped out of the girths. Score: K.O., 1 goal; R.A., 1 sub.

The second quarter had only just begun when Hudson made a splendid shot, the ball striking the goal post, scoring a subsidiary. Paton relieved. The gunners again pressed. Paton and Johnson worked the ball towards the R.A. goal; the gunner back loudly exhorted his team to play up. The infantry still pressed, but Hudson saved cleverly, making a good run, and Loring, hitting very hard, made a splendid shot and scored a goal. R.A. still pressed. Johnson's next attempt was foiled by Burney. Hudson returned the ball, but the infantry pressing, Paton hit a subsidiary. Johnson soon followed with another, equalising the score. A foul was given against the R.A., but failing to score the infantry were hard pressed; their back saved well. A good run from a throw in followed, but before the ball, hit by Paton, had passed through the goal posts the bell rang. Score: K.O., 1-2; R.A., 1-2.

The goals were widened and play resumed on the understanding that the first to score won the match. After some good galloping play up and down, the R.A. pressed hard, and after twice hitting the ball behind the line Burney hit the winning stroke. Score: K.O., 1-2; R.A., 2-2.

SHAMROCK.

The third match in the tournament for the Cup presented by the Hon. F. H. May took place on the 19th inst., and resulted in a win for the Royal Navy, after a spirited game. The teams were:—

ROYAL NAVY.	THE CLUB.
Prince Henry	4 Mr. Nugent
Captain Lambton	3 Major Jeffreys
Commander Ethelston	2 Capt. Des Vœux
Capt. Smith Dorrien	1 Mr. Bruce

The game was late in starting, the teams not lining up till about 4.30. The Navy got possession at the start, and carried the ball to the Club end, but some smart play by Nugent and Des Vœux resulted in a run down the ground when Bruce hit a goal for the Club. The R.N. again got possession at the throw-in, and after some determined attempts by Lambton and some good all round play by the naval team, who resisted all Des Vœux's attempts at getting away, Lambton put the ball between the posts and scored the first goal for the Navy. Ethelston got possession at the throw-in, and ably seconded by Smith Dorrien, made a run down the ground only to be denied by Nugent. Des Vœux, who was very well mounted, tried again and again to make his spirited rushes down the ground, but the game had got sticky, his pony refused to be jostled, and the few times he got possession H.R.H., who was playing a sound game and staying well back, easily returned the ball into the scrimmage. It was Lambton's day, too, and though perhaps we might say that he took a little too long over his strokes he certainly never missed one, which is a good deal in this world where the game goes to those who make the fewest mistakes. Presently, after the scrimmage had been carried down to the Club goal, and everybody had hit everybody else's pony about the shins, Lambton, by a nice bit of play, scored for his side. This closed the quarter. Score:—

Royal Navy	2 goals.
The Club	1 goal.

The throw in at the commencement of the second quarter again fell to the Navy. It is strange how little trouble is taken by good players to get on the ball at once. Many matches are lost by this inability to secure the throw-in, notably the last one between the Royal Artillery and The King's Own. The Navy pressed matters, and, after some good defence work on Nugent's part, scored a subsidiary. There was a want of combination about the Club team that served them badly here. Several times when Nugent hit hard clean back-handers, neither Jeffreys nor Des Vœux had turned and gone forward. Captain Smith Dorrien was playing a strong forward game, and was very fast; but when it comes to a more galloping game he will have to stick more closely to his "back." Shortly after this, H.R.H. Prince Henry got away, and made a good run down the ground when the

ball, being hit forward to Smith Dorrien, he, not being very determinedly ridden off by Jeffreys, put it through the posts. At the throw-in the R. N. again secured the ball, but Des Vœux, playing in something more like his old form, quickly retrieved it and making a pretty run down the ground left it in front of the Naval goal. Nugent, backing him up well, scored for his side. The Club had now wakened up, but only one minute remained, and the Navy held them in check, and prevented them scoring; and the game ended:—

Royal Navy	3 goals 1 sub.
The Club	2 goals.

Remarking upon the play, we may say that Captain Lambton was in better form than we have seen him yet. He rode very hard, turned well, and if perhaps he took a little long in hitting it was well to the point. Captain Smith Dorrien was the best mounted man in the Naval team, and it enabled him to do some very hard and effective work, and perhaps to him more than to any other member belongs the credit of the win for the Naval team. It was essentially a one-pony match, most of the members of both teams depending on one mount for both quarters, which is asking too much of the China pony, willing beast as he is. Prince Henry and Commander Ethelston worked hard for their side, but are neither of them in sufficient practice to show to advantage in a fast match. A few hours' slow work, walking and trotting about the polo ground, taking the ball at all angles would make a vast improvement in their play; but it is the drudgery of learning that makes human nature revolt. For the Club, Des Vœux should have been the best, but was off his hitting, and the game was not fast enough to suit him. He, also, was asking one pony to do the two quarters, and it had not apparently forgiven the doing it had had in the match with the Civilians. Nugent played, as he always does, sound unselfish polo, but he is too much given to pulling up over the ball when about to hit a backhauder, which may some day cost him dear in a free hit being given by the umpire. Bruce and Jeffreys worked hard, but they also need some protracted slow work hitting the ball at a walk and a trot.

Until some definite action is taken in Hongkong and some of the forage that is almost a drug at Weihaiwei and Northern China is brought down in large quantities and sold at a reasonable rate, polo players cannot be expected to increase and keep up their studs of ponies. It is a matter of wonder how the China pony lasts as long as he does on the rice straw and bran that form the chief articles of his diet; but unless the question of forage is gone into definitely and it is ordered by the Polo Club or some other organized body, which can take a regular supply, it is difficult to see what can be done, and owners of ponies will probably go on paying monthly what would keep two ponies on proper rations for the one animal that they now break down by playing alone in the tournament.

HORSESHOE.

The final match in the Polo Tournament for the Hon. F. H. May's Cup will commence at 4 p.m. to-day. Teams:—

R.N.	R.A.
Prince Henry	4 Capt. Burney
Capt. Lambton	3 Mr. Loring
Comdr. Ethelston	2 Capt. Simonds
Capt. Smith Dorrien	1 Mr. Hudson

ROYAL HONGKONG YACHT CLUB.

RACES FOR COMMODORE'S CUP.

The races in the second series sailed on the 3rd instant were re-sailed on Saturday last, the committee having decided that the commodore had no power to shorten the course on the 3rd instant.

The course was Channel Rocks and North Fairway Buoy, starboard. The A class started at 2.5 and the B class at 2.30. There was a perfectly true east breeze of almost whole sail strength, and as nearly steady in strength as it seems possible for a wind in Hongkong harbour to be. In the A class Chanticleer once more showed what a good boat she is. She fairly outsailed the fleet on the beat to the Channel Rocks, but the Erica caught and passed her on the run and would probably have finished in front of her had her helmsman not been

obliged to sail for a fluke, seeing that the Chanticleer was receiving a minute over the course from Erica.

The Bonito, like her prototype, the Speedwell—a most successful boat in the Solent—apparently requires a reefing breeze and a jump of a sea and we wish heartily she may soon get it, for the fluky variable airs experienced this season to date have been most trying to helmsmen and crews.

In the B class the Dart was deprived of victory by the She with her long handicap of 8 minutes. Payne and Ladybird have both increased their draught. The change seems to have improved the former. The latter was not going so well, but possibly the strength of wind did not suit.

We hear that a protest has been lodged in each class. The protest committee will require some remuneration if they are to continue to be so hard worked.

The times of rounding the Channel Rocks and of finishing were as follows:—

A CLASS.			
	Channel Rocks.	Finish.	
Chanticleer	3 35 7	4 9 26	1st
Erica	3 55 30	4 9 39	2nd
Bonito	3 56 9	4 15 10	
Active	3 56 15	4 15 30	
Sybil	3 57 5	4 12 24	3rd
Maid Marian	3 58 10	4 16 00	
Meteor	3 58 45	4 18 00	
B CLASS.			
	Channel Rocks.	Finish.	
Princess	3 9 5	4 28 15	
Dart	3 9 35	4 25 48	2nd
Payne	3 10 00	4 26 30	3rd
Ladybird	3 10 25	4 27 20	
She	3 10 55	4 32 02	1st
Doris	3 11 35	4 31 25	

CORRESPONDENCE.

[We do not hold ourselves responsible for the opinions expressed by our correspondents.]

GLENEALY RAVINE.

TO THE EDITOR OF THE "DAILY PRESS."

DEAR SIR,—I am sure that every Hongkong resident must be in favour of saving this beautiful spot from the builder's hands. Should you open a subscription list in your columns for that purpose please put me down for \$100.—Yours truly,

HENRY HUMPHREYS.

Hongkong, 19th December, 1898.

TO THE EDITOR OF THE "DAILY PRESS."

SIR,—I notice with dismay that the work of clearing Glenealy for building purposes is about to begin and also that you attribute the Government's hesitation in expropriating same to the alleged high price recently paid for same by the present owner. Will you allow me to correct a little mistake in connection with the figure you named? As far as I understood, from a reliable source, the sum of \$104,000 paid by the present owner was for the whole block of buildings in Glenealy, i.e., including the four or five substantially built houses on the Northern side, and not for the American Consulate and the adjoining ground only, which makes a great difference and is calculated to mislead the public. The price that the Government would have to pay for the expropriation of the piece of ground about to be built upon could not be more than say \$6,000 or \$8,000 at the very outside, and I consider that it is the duty of the Government to step in even at this very late hour and resume the ground *pro bono publico*, as what the Chinese owner proposes to do is an act of vandalism that would not be tolerated in any civilized place. Fancy the idea of allowing the only beautiful spot in the centre of the town to be destroyed for the sake of a few thousand dollars! The very thought of it makes me feel indignant. This is only another instance of want of foresight, and neglect of duty on the part of the Government officials. Why was not the ground bought long ago, when the price of land was cheaper in Hongkong? I suggest that a petition be signed by the ratepayers to His Excellency the Governor, praying that the ground be resumed by the Crown, at a reasonable sum

to be fixed by arbitrators, if no direct understanding can be come to between the Government and the owner.—Yours truly,

AN OLD RESIDENT.

Hongkong, 19th December, 1898.

TO THE EDITOR OF THE "DAILY PRESS."

DEAR SIR.—Kindly put my name down for \$100, if a subscription is circulated to save Glenealy. There seems to be an idea abroad that "Burnbrae" is to be pulled down and the ground rebuilt with Chinese quarters. This is not so. My Government has a lease of the property for another three years and the Chinese owners have given me the right of renewal, which I shall take advantage of on behalf of my Government, for an additional four years, so if the three cornered piece above the Consulate is saved nothing in the Glen will be changed for another decade at least. This entire property was bought for \$2.75 a square foot, and the Chinese owners tell me the Colonial Government's offer was 50 cents a square foot. The three-cornered piece contains about 5,000 square feet, but I do not consider it worth as much per square foot as the Burnbrae property. The ratio ought to be something like \$2 to \$5.—Very respectfully yours,

ROUNSEVELLE WILDMAN.

U.S. Consulate-General.

Hongkong, 20th December, 1898.

TO THE EDITOR OF THE "DAILY PRESS."

SIR,—

If 'twere done, 'twere well 'twere done quickly.

The work of destruction has already commenced, and people may in consequence consider it useless to offer to contribute. But it seems to me rather a reason for acting promptly, and the colonists need only notify the amounts they are willing to subscribe; if too late no money will be lost. If a liberal spontaneous response is made to Mr. Humphreys's appeal there is still hope.

I propose leaving the colony finally before long, but notwithstanding that and the fact that I am not a rich man I shall be glad if you will put me down for \$25.—Yours faithfully,

W.

Hongkong, 20th December, 1898.

TO THE EDITOR OF THE "DAILY PRESS."

SIR,—I am sorry to see that as yet nobody has seen fit to come forward and lead the movement you suggest to save this lovely spot from the vandal hands of the bricklayer. It is a thousand pities that the Hon. T. H. Whitehead happens to be away at the moment, as I have no doubt, if he were here, he would not hesitate to take the matter up. Since no member of the Legislative Council seems to be disposed for the task, will you not, Mr. Editor, take up the matter yourself, as I think the community should not give this matter up before making a last desperate effort? If we are going to wait for one another, the probability is that we shall have to wait till doomsday.

In connection with this subject, it strikes me as most extraordinary that the Government should remain so apathetic before the general clamour. Such a thing would not occur in the Model Settlement up north, governed by a Municipal Council elected by the people. There due attention is paid to public opinion and whenever anything reasonable is asked for, it is generally acceded to without hesitation.

I think His Excellency the Governor might as well, in deference to the popular feeling, order the expropriation, even without any formal petition, and so earn the gratitude of the entire community, who seem to be unanimous on the point. According to Mr. R. Wildman's figures published in your columns to-day, the cost of the ground should be about \$10,000, which amount the ratepayers will surely not grudge. The Government, too, had better acknowledge their mistake and mend things, while there is still time, unless they are tired of the present aspect of the place and long to see a few Chinese inhabited houses with huge red lanterns hanging at the door, in the midst of it, for a change. Thanking you for the insertion of this letter and inclosing my card.—I am, yours truly,

X. Y. Z.

Hongkong, 21st December, 1898.

LORD CHARLES BERESFORD'S MOVEMENTS.

Shanghai, 12th November.

Lord Charles Beresford had three long and important interviews with the Viceroy Chang Chih-tung at Wuchang. At Wuhu on his way down the river Lord Charles accepted the invitation of the Viceroy Liu to take passage in the cruiser *Nanshiu*, which promptly ran aground, the river being very low. She quickly got off, however, and Lord Charles is now at Nanking, and expects to arrive here on Wednesday or Thursday next.

Nanking, 11th November.

The Viceroy gave a grand and most cordial reception to Lord Charles Beresford upon his arrival in the *Nanshiu*, the reception being such as would be given to a Prince of the reigning dynasty were one to visit Nanking. Lord Charles was to inspect this forenoon the various forts and the encampments of Generals Li and Wang.—*N. C. Daily News*.

Lord Charles Beresford arrived at Shanghai from his Yangtze trip on the 15th December. Tsai Taotai entertained his Lordship and several leading British residents at a tiffin in the Bureau of Foreign Affairs on the Bubbling Well Road. The *China Gazette* says:—Lord Charles Beresford, C.B., will leave here on Sunday, 18th December for Hongkong via Foochow, where he will stay for a day or two. The noble and gallant admiral is greatly pleased at the results of his tour up the Yangtze, the two great satraps ruling which region he has succeeded in fully impressing with his ideas as to the only manner in which China has any chance of being preserved, namely, by the creation of well-drilled armies, trained under competent foreign officers. Before any such scheme could be carried out it would of course be necessary to obtain the approval of Peking and here comes the *crux*. Will Peking allow Liu Kun-yih and Chang Chih-tung to set up such forces, and obtain the services of the necessary British officers, and if Peking disapproves of the plan will Chang and Liu be strong-minded enough to carry out the scheme on their own account, and if so will the British Government be as ready to assist them as if Peking approved? We must and wait see.

The *N. C. Daily News* of the 19th December says:—Lord Charles Beresford left here yesterday morning by the *El Dorado* for Foochow, whence he goes on to Amoy, Swatow, and Hongkong. He intends to leave Hongkong on the 5th prox. in the *Coptic* for Yokohama, and after a short stay in Japan will proceed in the new *America Maru* to San Francisco via Honolulu. Dr. Morrison, the *Times* correspondent at Peking, who is on his way to Siam on leave, was also a passenger by the *El Dorado*.

THE EMPRESS DOWAGER'S RECEPTION.

A special telegram to the *Echo de Chine*, dated Peking 14th December, reads:—On Tuesday H. M. the Empress Dowager received the wives of the Foreign Ministers. She evinced towards them great cordiality, offered them a banquet and a theatrical representation, and presents of rings. H.M. the Emperor was present.

GREAT MASSACRE IN HUPEH.

REPORTED MURDER OF A FRENCH PRIEST.

Telegrams received at Shanghai on the 18th December from Hankow report that a rising of a formidable nature has taken place at the hsien city of Chiangyang, in Hupeh province, one day's journey south-west of Ichang, and that a general massacre of Roman Catholic converts has taken place. There seems to be considerable uneasiness at Ichang itself.

According to French reports a French missionary named Victorin and a large number of Christians have been massacred by the followers of Yu Man-tse and the situation in Hupeh is described as very grave.—*China Gazette*.

The Shanghai Amateur Dramatic Club gave a very successful performance of R. C. Stephenson's comedy "The Passport" on the 14th December.

RAILWAY ENGINEERS FOR SHANTUNG.

Mr. P. Hildebrand, chief engineer of the Woosung-Shanghai Railway, has received orders from Germany to proceed to Shantung, where he will be employed on railway undertakings there. Mr. Hildebrand will therefore leave Shanghai about the end of the month. Mr. Unglaube, Assistant Engineer, has also received similar orders, and will leave for Kiaochau without delay. Assistant Engineer Rutenberg will be in charge of the Woosung-Shanghai Railway in the meantime, and will complete the extension of the line beyond the present Woosung terminus to the Woosung Creek. When that work is done Mr. Rutenberg will also proceed to Kiaochau.—*N. C. Daily News*.

HEAVY WEATHER IN THE NORTH.

The *N. C. Daily News* of the 17th December says:—The late H.W. gale on our coast has evidently been of exceptional force judging by the appearance of those vessels which were unfortunate enough to have to weather it. H.M.S. *Iphigenia* left Weihaiwei at 8 a.m. on Monday under the most favourable auspices and was doing 22 knots, intending to reach Shanghai on the Tuesday afternoon tide, when the gale rose suddenly and by 7 p.m. had attained such a height that it became necessary to slow the engines, and by 9 o'clock the vessel was hove-to and remained so for 36 hours having shipped a sea which flooded the quarter deck and carried over the side one of the starboard three-pounders and the No. 1 cutter besides damaging the Captain's gig. On Wednesday morning the weather having moderated Capt. Dudding continued his voyage. The steamer *Kobe Maru* from Japan also had a rough handling, and we understand Captain Swain declares it to be the worst nor-wester he has experienced for ten years. The steamer *Peking* was on her way from Ningpo to Shanghai and had several planks stripped off her topsides by the sea; but the str. *Kiangleen* fared the worst of all. Bound to Ningpo and when abreast of Volcano Island a huge sea struck her and carried away some sixty feet of her guard, on the starboard side forward of the paddlebox. The iron knees, etc., were wrenched off close to the ship's side and the iron bulwarks and stanchions torn away leaving no support for the saloon deck which consequently sank at that place over a foot. Notwithstanding various reports to the contrary, we believe there was no loss of life, in fact such would be more than unlikely as no one would venture on the deck in such rough and bitterly cold weather. Captain Pratt immediately headed the vessel to the sea and anchored as he could not possibly run for shelter in such a condition and in the trough of such a sea. By 6 a.m. the following morning the weather had moderated a little and the vessel proceeded to Ningpo, the crew having shored up the saloon deck and brought the overhanging weight to bear on the longitudinal girder by tackles. She left the same afternoon (Wednesday) for Shanghai but as the weather was still rough anchored off Chiphai Island until 8 a.m. on Thursday, when the wind and sea having dropped a course was shaped for Shanghai which was reached the same evening, the *Kiangleen* anchoring below the shipping at 10 p.m. Her repairs will probably extend over a month. In the meantime the str. *Hainchi* will take her place.

THE BURMAH BOUNDARY COMMISSION.

Rangoon, 30th November.

There are persistent rumours afloat that Brigadier-General Liu, the Chinese Commissioner for the delimitation of the frontier, has been degraded and his officers dispersed, several having gone to the Jade Mines, but these rumours are not believed. As at present arranged Liu meets Mr. Scott at Lwelaing, the scene of last season's impasse, on December 1st. It is hoped he will come with definite instructions from the Tenglis Yamen, otherwise the delimitation must proceed without the help of the Chinese officials, the Peking authorities having received notice that the British are determined to push on the work in any event. It

is hoped, however, that the demarcation will proceed smoothly with Liu's assistance. The line laid down in the Agreement of 1896 is far from perfect; indeed it is now admitted Article I ought to be radically altered, but, of course, if Liu and his assistants do not appear there can be no question of mutual concessions, and our officers will be compelled to adhere rigidly to the Agreement line, defective though it be. Meanwhile it is not a favourable sign of the attitude of the Chinese to find posts established by them beyond Lwelaing in what is undoubtedly British territory, and one of the first pieces of work of the Commission will be to remove these over the frontier.—*Rangoon Gazette.*

MANUFACTURE OF ARMS AND AMMUNITION IN CHINA.

It may not perhaps be known that there are now, or in process of erection, no less than seven factories for the making of smokeless powder in this country, viz.:—Wuchang, Nanking, Shanghai, Soochow, Hangchow, Canton, and Foochow. It is officially estimated that by the summer of 1899 these factories will be able to turn out about 50,000 cabbies of smokeless powder per month, and that at the present date of writing the government has ready for immediate use over two million smokeless powder cartridges, one half of which were imported from Europe.

Owing to a recent edict of the Empress Dowager commanding the high provincial authorities at Wuchang, Nanking, Tientsin, and Soochow, to commence with all haste the manufacture of quick-firing field guns, machine guns, and small-bore Mauser rifles, large orders will soon be given to foreign arms merchants for the necessary machinery. Although the arsenals at Tientsin, Wuchang, Nanking, and Shanghai possess appliances for the manufacture of the above arms, they will have to make large additions to their works in order to supply the demand which the Empress Dowager at the instance of Jung Lu has made on them, the funds for which are to be provided by special authority by the Provincial Treasurers concerned.—*N. C. Daily News.*

THE RUSSIAN POSITION IN MANCHURIA.

A correspondent to the *Kuo-wen-pao* states that the total number of Russians in North China is not less than 25,000, but this is no doubt an immense exaggeration. As our native contemporary very truly points out, however, it is difficult to form any correct estimate of their numbers as they are scattered in small detachments over such a large area. Thus 5,000 artillery are stated to be at Vladivostok; 1 battalion at Hulan, to the east of Moukden; 1 battalion at Sansin; 2 battalions near the Sungari River and so on. All the roads from Moukden to Peking are said to be strongly guarded by Cossacks, and all the troops in Manchuria are equipped and provisioned for a long march, in a southerly direction. Where no roads, or only bad roads exist, they are being created, repaired or widened as the case demands. It has been contended that this question of roads is one of the arguments against any Russian approach on Peking, but if Russia does begin to march she will not, we may be sure, set out on a journey through the road-less wastes of Siberia; and there are good enough roads for her purpose if she keeps in Chinese territory. The question of provisions has also been brought forward, but that, too, is settled if she follows the old highway. The Chinese villages are hardly likely to turn deaf ears to the seductive chink of the dollar on patriotic grounds, especially in the winter, and the Russians are by no means miserly. We cannot vouch for the above statement, as they are from Chinese sources, partially substantiated by foreigners, but there is nothing improbable in them as far as we can see. The Chinese troops being massed at Shanhaikwan are reported to be there for the express purpose of repelling any attempt at a Russian or any other "foreign devil" invasion, and a general impression is abroad amongst the troops that the order will presently be given to arise and smite the foreigners and drive them bodily into the sea. A rather dangerous idea to encourage we should say.—*Peking and Tientsin Times.*

A KOREAN CONCESSION.

We (*N. C. Daily News*) are permitted to bring to the notice of our readers to-day the text in full of the concession that was granted by the Korean Government on the 27th of September last, as was announced by us at the time, to Messrs. J. Victor Burn-Murdoch and John A. Hay, the agents of Mr. Pritchard Morgan, M.P., and Mr. C. A. Moreing, of London. This concession entitles the contractors to locate an area of sixty Korean li in length and forty Korean li in breadth, about two hundred and sixty square miles, and to work within this area for a period of seventy-five years all mines of gold, silver, copper, coal, and all other minerals or precious stones, with power to manage all such mines themselves, and provision that no one else can locate mines within the area selected by them. The terms of the contract should be an object lesson to the Chinese, whose habit it is to overload any concession which they may negotiate with provisions that make it almost impracticable. In the Korean case all buildings and works necessary for the operations of the construction are to be exempt from taxes and imposts of all kinds; all materials and machinery necessary for working the mines are to be introduced into Korea duty free; and all products from the mines are exportable duty free. Of the net profits which will remain after all expenses are paid a royalty of twenty-five per cent. is to be paid to the Imperial Korean Government.

It is interesting to compare this with the terms of the Honan-Shansi concession granted to the Peking Syndicate. In that case the contractors have to pay in the first place a producer's tax of five per cent. upon the value of the coal and iron raised; they have to pay a duty and a half on all the materials and machinery imported; they have to pay duty on all the products of the mines they export; they have to provide schools, and there are still other requirements beyond the twenty-five per cent. of the net profits which the Chinese Government also exacts. The Koreans, it will be seen, have set an example which the Chinese might well follow, in encouraging in every way the opening and development of their country, their only charge being the twenty-five per cent. of the net profits after the payment of all expenses, while the Chinese start by handicapping what ought to be one of their most important industries, namely mining, by levying the usual import and export duties, to say nothing of the further and more important charge of royalty upon the products before any expenses of working the mines are taken into consideration. We cannot expect the men who still rule in Peking, thanks to the *coup d'état*, to understand that it would pay China to invite foreigners to come in and prospect for and open mines without charging any royalty or share of profits at all. The fertilising effects of the introduction of foreign capital would be ample consideration for the permission to open mines; the well-paid employment that would be given to the people and the stimulating effect on trade; for these alone it is worth their while to give concessions to foreigners; but this they can hardly be made to understand.

The following are the terms of the Korean concession we have referred to:—

Contract between the Imperial Korean Government and Messrs. James Victor Burn-Murdoch and John Alexander Hay regarding mines.

I.—Messrs. J. Victor Burn-Murdoch and John A. Hay or their assigns may engage a mining engineer and select a mining place within the term of two years from the date of this contract, which place they can work under the conditions as set forth hereafter; such a place to be 60 Korean li long and 40 Korean li wide.

II.—In the place thus selected Messrs. J. Victor Burn-Murdoch and John A. Hay or their assigns may work all mines, gold, silver, copper, coal, and all other minerals or precious stones, and full power is hereby granted to Messrs. J. Victor Burn-Murdoch and John A. Hay, or their assigns to manage all such mines themselves, and no concession will be granted to any other person or persons for the place after it is selected by Messrs. J. Victor Burn-Murdoch and John A. Hay, or their assigns during the term of this contract.

III.—Work shall commence within two years from the date of the signature of this contract. If within this period work has not begun, then this contract will become null and void, but in case of any *force majeure* this contract will be extended for a period equal to the time during which the *force majeure* existed. Messrs. J. Victor Burn-Murdoch and John A. Hay, or their assigns, will inform the Imperial Korean Government through H.B.M. *Charge d'Affaires* one month before actual work commences.

IV.—This concession is given for the term of seventy-five years from the day work has commenced.

V.—During the time a place is being selected by Messrs. J. Victor Burn-Murdoch and John A. Hay or their assigns the Korean Government may grant concessions to other foreigners. Permission to work a mine cannot be granted to Messrs. J. Victor Burn-Murdoch and John A. Hay or their assigns in the following districts:—Yunghung, Kilchu, Tanchoon, Pingyang, Chairiong, Suan, and Hamhung, which places have been applied for and refused before this contract was signed, and no work must be done near Imperial tombs and temples and near large towns.

VI.—The necessary capital and machinery, tools and instruments, shall be provided and bought by the said J. Victor Burn-Murdoch and John A. Hay or their assigns, but in case of tools or materials to be used for the mines preference shall be given to Korean manufacture if of equally good quality and of the same price. The Imperial Korean Government shall not be responsible for any debts of the mines or for any debts in connection with this undertaking.

VII.—Messrs. J. Victor Burn-Murdoch and John A. Hay or their assigns may erect godowns, houses, or any other buildings in connection with this undertaking within the limits stated in Article I, and they may build roads if they consider them necessary, but shall pay for all land taken by such roads and all damages created thereby.

VIII.—All establishments and branches, the roads, lands, and the buildings of the mining works are by this concession wholly exempted from every kind of taxes and imposts in Korea; all material necessary for the working of the mines will enter Korea duty free and all products from the mines will leave Korea duty free.

IX.—In case of any private lands, fields, houses, etc., being required by Messrs. J. Victor Burn-Murdoch and John A. Hay or their assigns in connection with the mining work, such private lands, fields, houses, etc., shall be purchased by the said J. Victor Burn-Murdoch and John A. Hay or their assigns at reasonable prices at their expense, and any damages must also be paid by the said J. Victor Burn-Murdoch and John A. Hay or their assigns. Tombs must not be interfered with.

X.—Of the net profits which will remain after deducting all expenses, Messrs. J. Victor Burn-Murdoch and John A. Hay or their assigns engage to pay a royalty of 25 per cent (twenty-five per cent) to the Imperial Korean Government, such payment to be made half-yearly, that is to say, on the 30th of June and 31st of December of each year. The cost of the machinery in the mines shall not be regarded as "expenses" and shall not be deducted from the profits.

XI.—The Imperial Korean Government shall send an official and establish an office at the place selected; this official shall have the right to see the accounts, to watch the sale of any products from the mines and to look after the interest of the Imperial Korean Government, but in no way shall he have the right to interfere with the working of the mines or the sale of any products from the mines.

XII.—Messrs. J. Victor Burn-Murdoch and John A. Hay or their assigns bind themselves to engage Korean coolies and workmen in proportion of 90 in 100, but should these Koreans not be suitable for the working, then Messrs. J. Victor Burn-Murdoch and John A. Hay or their assigns are at liberty to engage foreign workmen.

XIII.—The Imperial Korean Government will give all facilities for this undertaking, will give full protection to all foreigners employed at the mines, and will grant passports to them.

XIV.—After the work is commenced as here agreed upon, it shall be prosecuted and continued in good faith and with all due diligence, and if

the said J. Victor Burn-Murdoch and John A. Hay or their assigns fail so to do for a period of six months, then the said mine and all property except machinery thereon, and all rights under this contract shall be forfeited to the Korean Government.

Provided however if the said J. Victor Burn-Murdoch and John A. Hay, or their assigns be prevented from working the mines by force majeure then the time they are so prevented shall not be counted in the above period.

XV.—In the event of it being found desirable to make any modifications in the articles of the present contract or in other matters connected therewith affecting the interests of Koreans and Messrs. J. Victor Burn-Murdoch and John A. Hay or their assigns, such modifications may be introduced by mutual consent of the Korean Government and the British Representative in Seoul with the view of consulting the convenience of both parties.

XVI.—In the event of any differences of opinion as to the interpretation of this contract, the English text shall be regarded as authoritative, but a Korean translation will be attached thereto.

Signed at Seoul this twenty-seventh day of September, 1898.

J. V. BURN-MURDOCH.

JOHN A. HAY, per his Attorney.

J. V. BURN-MURDOCH.

Signed before me

J. N. JORDAN, H.B.M.'s *Chargé d'Affaires* and Consul-General.

RUSSIA AND THE MIAO-TAO GROUP.

Our Government are offered another chance of being a little previous with a score if they are game to take advantage of it. News reaches us from what we believe to be good Chinese sources that Russia has been demanding the inclusion of the Miao-Tao Group of Islands in her Port Arthur Sphere of Influence! Russia has her own peculiar method of putting two and three together to make four, and she has pointed out to the Chinese that as the northernmost of these islands, or the northernmost shore of the northernmost island, we should say, is the nearest to Port Arthur, that the group naturally blends in with her territory, and is absolutely essential for her comfort and convenience. The Chinese have refused the request more than once, but it is the "going, going" of the auctioneer, and if England does not shout out a higher bid promptly it will be "gone," with the fatal tap of the hammer before we have done asking in St. Petersburg if it is true. In case any Britisher does not happen to know his map, we may mention that the Miao-tao group lie close to the Shantung coast and not near the Liaotung Peninsula at all. They also completely command the entrance to the Gulf of Pechili. — *Peking and Tientsin Times*.

MISSIONARIES AND THE REFORMERS.

AN INFORMING MISSIONARY HONOURER.

Missionaries who find members of the Reform Party amongst their congregations or acquaintances may have a nice point of conscience to decide. Should they give information to the authorities, or try to screen the unfortunates and dissuade them from any rebellious designs they may entertain? The following decree, dated 4th December, a translation of which is published by the *N. C. Daily News*, shows how one missionary has solved the problem:—

We have received a memorial from Liu Kun-yi, Viceroy of the Liangkang provinces, stating that a *heutsai* (licentiate) of Kuangfeng-hsien, Kiangsu province, named Yang Kung-cheng endeavoured in the 4th moon of this year (May-June) to conspire against the Government and tried to persuade a missionary named Liu Tsai-tu to join him in his rebellion. Fortunately this missionary was an honest and law-abiding man and handed to the memorialist the original letter of the said Yang Kung-cheng which led to the latter's arrest and trial, clearly proving that the accused desired to rebel against the constituted authorities. We hereby ordered the said Yang Kung-cheng to be summarily executed as a warning to all. Now

foreign missionaries come to China to exhort people to be good. As the said missionary has come forward of his own accord to reveal the conspiracy which was proved by the secret letter sent him by the said Yang Kung-cheng, this missionary has indeed proved his objects in being in this country—that of exhorting people to be good. A most praiseworthy action indeed! We hereby grant to the said missionary, Liu Tsai-tu, the brevet 3rd rank button, with the 2nd rank button for his parents as a mark of our appreciation for his conduct.

[Note: As missionaries generally adopt Chinese names, it is impossible to know off hand who is meant by the term "Liu Tsai-tu."—ED.]

MR. PRITCHARD MORGAN'S SZECHUEN CONCESSIONS.

The advantages which Mr. Pritchard Morgan secured in Szechuan are not quite accurately described—as our northern contemporary describes them—as a "Concession." The mineral rights in Szechuan have actually been granted, we understand, to an influential Chinese syndicate, which finds a large portion of the necessary capital, and has called in Mr. Pritchard Morgan to assist it both financially and technically. Meanwhile, as we learn from Peking, the French Minister there has already entered a protest against the grant in question having been made to the Syndicate.

We have had an opportunity of perusing the contract entered into by Mr. Pritchard Morgan with reference to the mineral deposits in the province of Szechuan, and we have before us the agreement between the English and French Governments signed by Lord Salisbury and the Baron de Courcel in 1896, by which the privileges acquired by either nation in Yunnan and Szechuan are to be extended and rendered common to both Powers and their nationals. This agreement is what is relied upon by the French in their alleged protest; but the contract before us is one between Chinese acting under the direct decree of the Emperor and a British subject, whereby the latter co-operates with the Chinese in the development of the mines of Szechuan for the benefit of the Chinese Government; and after the province has been geologically surveyed and the regulations perfected, the mines will be open for selection by all nationalities alike. We are sure that when the French understand this they will not stand in the way of the development of the resources of China for the general benefit of all. — *N. C. Daily News*.

HONGKONG.

H.M.S. *Edgar* arrived from home on 22nd Dec. with naval reliefs.

The *Memnon*, which arrived from Sandakan on 19th Dec., made her last trip on the Borneo run.

There were 2,459 visitors to the City Hall Museum last week, of whom 177 were Europeans.

Hongkong is to have ocean penny postage after all. The arrangement comes into force on Christmas Day. Four cents is taken as the local equivalent of a penny.

On Tuesday a Chinaman employed at the Cosmopolitan Docks fell off a stack some ten feet high and sustained internal injuries which caused his death.

The return of cases of communicable disease reported as occurring in the colony last week shows one fatal case of plague, being an imported case on a junk lying off West Point.

Their Royal Highnesses the Prince and Princess Henry of Prussia paid a visit to the Kowloon Docks on Wednesday afternoon. We understand they will visit Canton next week.

Our Saigon correspondent writes:—The Messageries Maritimes continue to dispose of their old branch line steamers. The *Godavery*, which used to run between Singapore and Java, is the next which is to be put up for sale.

At the Magistracy on 20th Dec., before Commander Hastings, Dedrich Harft and Ernest Kind, of the *Kaiserin Augusta*, were charged with behaving in a disorderly manner at 62, Market Street, Hunghom, and damaging some crockery. First defendant was fined \$7 or 28 days, and second \$3, or 14 days, each being also ordered to pay \$1 compensation.

The war vessels in the harbour were decorated with bunting on 18th Dec. and at noon a salute was fired in honour of the fête day of H.I.M. the Czar of Russia.

It is notified in the *Gazette* that H.M. the Governor has been pleased to appoint Subedar Major Feroz Khan, the Hongkong Regiment, to be his Honorary Aide-de-Camp.

It is notified in the *Gazette* that Tuesday, the 27th December, and Monday, 2nd January, are to be observed as public holidays in substitution for Christmas Day and New Year's Day respectively.

Our readers will regret to learn that Sir Henry Blake is indisposed. His Excellency was unable to attend the Council meeting on Thursday afternoon or to distribute the Regatta prizes. The latter function stands postponed until to-day at 4 p.m.

On the 21st Dec. a boy in the employ of Inspector Reidie, of the Sanitary Department, was sweeping the roof of a shed attached to his master's house in Peel street when he slipped and fell a distance of about 30 feet on to a stone floor, seriously injuring his thigh.

The dredger *St. Enoch*, which has been stationed at Malta, arrived at Singapore on the 2nd December in company with H.M.S. *Melpomene*, on her way to Weihaiwei. It was expected that she would leave for Singapore with H.M.S. *Edgar*, but telegraphic instructions were received for the *Melpomene* to escort her. H.M.S. *Grafton* left Hongkong on Saturday to escort the *St. Enoch* from Singapore to this port.

Princess Henry of Prussia, accompanied by Prince Henry, landed privately shortly after 12 o'clock at noon on Saturday at Murray Pier, where half-a-dozen Sikh policemen in charge of Deputy-Superintendent Mackie and two European inspectors were drawn up. They had tiffin at Government House, and then proceeded to Victoria Lodge, where a small dinner party was held in the evening, the guests including the commanders of the German men-of-war in the harbour.

The new quarters of the Soldiers and Sailors Institute were formally opened on the 21st Dec. That evening there was held a tea and concert arranged by the Hongkong Temperance Union, at which over 150 were present. The Chairman of the Institute desires to offer the grateful thanks of the committee to the performers at the concert, and also to all those kind helpers who so ably assisted in decorating the rooms, and in providing the tea and other refreshments.

We have received a copy of the appeal issued on behalf of the sufferers from the Yellow River floods by the Shantung and Honan Missionary Conference. The Hongkong and Shanghai Bank has kindly opened an account for the "Yellow River Flood Relief Fund" and all funds in response to the appeal may be sent to the Hongkong and Shanghai Bank or to Mr. R. C. Forsyth, Treasurer of the English Baptist Mission, Chingchowfu, care of Messrs. Ferguson & Co., Chefoo.

On the 22nd December last a Chinaman paid a visit to a house in Lyndhurst Terrace, where gambling was going on. He tried his luck and lost \$10, which so exasperated him that he informed the police. Accordingly the following evening Chief Detective Hanson and a number of constables raided the house and found a brisk game going on. They seized 18 men, three being the keepers of the house and the rest servants to Europeans. \$29.60 was seized. The three keepers were each fined \$50, nine of the others \$3 each, and the other one—a boy—was ordered to receive 12 strokes with the birch rod.

At the regular meeting of the Victoria Lodge, No. 1026, held on 22nd Dec., the District Grand Master, Right Wor. Bro. C. P. Chater, accompanied by the officers of the District Grand Lodge of Hongkong and South China, attended and installed as Wor. Master Bro. C. W. Spriggs. The following officers were invested:—Senior Warden, Bro. K. W. Monney; Junior Warden, Bro. F. D. Goddard; Treasurer, Bro. A. V. Apear; Secretary, Wor. Bro. A. O'D. Gordin; Senior Deacon, Bro. J. H. Underwood; Junior Deacon, Bro. C. E. G. Grumble; Director of Ceremonies, Bro. S. H. Joseph; Inner Guard, Bro. W. M. Humphreys; Steward, Bro. Wm. Whitley; Tyler, Bro. J. R. Grumble.

Mr. A. Seth's appointment to be Acting Registrar of Companies during the absence of Mr. J. Norton Kyshe is gazetted.

At the Supreme Court on 22nd Dec., before Mr. Justice Wise, the Acting Attorney-General (Mr. H. E. Pollock) moved that Henry Francis Robert Brayne, B.A., be approved and admitted and enrolled to practice as an attorney and proctor of the Supreme Court. Mr. Brayne arrived in the colony on the 17th December. He was admitted a solicitor in the Supreme Court of Judicature in England on the 25th of October, of this year. He was educated at Cheltenham and Trinity College, and there was an affidavit from Mr. C. C. Inchbald stating that Mr. Brayne was "a fit and proper person to be admitted as an attorney and proctor of this honourable court."—Mr. Justice Wise. The papers appear to be in order, and as the Chief Justice has seen them and has signed them, I have great pleasure in admitting Mr. Brayne, and I trust the profession will benefit by his admission.

An emergency meeting of the District Grand Lodge of Hongkong and South China was held on Wednesday night to welcome H.E. the Governor of Hongkong, Right Worshipful Brother Sir Henry Blake, G.C.M.G., District Grand Master of Jamaica. Right Worshipful Brother the Hon. C. P. Chater, C.M.G., the District Grand Master, presided, and there was a very large attendance of the brethren belonging to the Lodges meeting in Hongkong, the Worshipful Master and Wardens of the Lodge Star of Southern China, Canton, also being present. The Lodge having been opened the District Grand Master of Jamaica was announced and was received with the honours due to his rank. Right Wor. Bro. the Hon. C. P. Chater then read an address of welcome, to which His Excellency replied in cordial and felicitous terms. The Worshipful Masters and Wardens of all the Lodges were then introduced to His Excellency individually. At a subsequent stage of the proceedings His Excellency made a speech in which he referred to the work which he was informed was being performed by the Masonic Benevolence Fund and to the importance of providing suitable educational facilities for the children growing up in the colony. After the close of the Lodge the brethren adjourned to the banqueting hall, where refreshments were served, and three hearty cheers and a tiger were given for His Excellency and another for Lady Blake.

Philately is gradually acquiring a literature of its own and the postage stamps of many countries are so various and so abundant in provisional issues that a descriptive catalogue is almost a necessity to a collector. This is notably the case with regard to the Philippines and Portuguese India, while the United States, Mexico, and several European countries certainly require a guide to their numerous and diversified stamps. The Hongkong Post Office has, however, happily had the good sense to refrain from pandering to the rage for new issues of its stamps, and has steadily adhered to one type. Nevertheless there have, as a matter of necessity on occasions and for sake of convenience at other times, been many changes in value with provisional issues in the meantime, and at length even Hongkong has its Descriptive Catalogue of Postage Stamps and Cards. A copy of this brochure, by Mr. Juan Mencarini, has been forwarded to us, and it seems to have been carefully compiled. It may surprise some residents to learn that the first issue of postage stamps here was made so late as 1861, more than twenty years after the founding of the colony. The author gives what seems to us a very complete list of the issues, but he appears to be unaware of the existence of some of the new black dollar stamps without Chinese surcharge, and we might take exception to the inclusion in the catalogue of the so-called official stamps, surcharged by Mr. Mitchell Jones for use of the Stamp Office, and which were never used postally or recognized by the Post Office. Mr. Mencarini gives us, in addition to the catalogue, quite an interesting, if concise, sketch of the colony, and in an appendix a great deal of useful technical information to collectors. The author is an ardent philatelist and has already published descriptive catalogues of the stamps of the Philippines and of the Treaty port of Amoy.

It is notified that from the 1st January money orders may be obtained on the following post offices in Korea:—Fusan, Chemulpo, Seoul, Yuensan, and Mukho.

A tracing for a new road is being cut from Victoria Gap to High West, passing to south of Mount Austin and along that face of the Peak. It will open up a delightful walk and no doubt, when made, will furnish some most desirable building sites.

The stamp revenue last month was \$24,512, as against \$25,512 in the corresponding month of last year. There were increases in 26 items, amounting to \$2,701, and decreases in 14 items, amounting to \$3,701, \$3,279 of the latter amount occurring under the head of probate.

It is notified in the *Gazette* that Wongneichong inland lot No. 126, which was sold by auction on the 23rd December, 1895, has been re-entered and resumed by the Crown and that the premium paid upon the purchase has been wholly forfeited to Her Majesty in accordance with condition 9 of the conditions of sale under which the lot was sold.

Fourteen subscription griffins having arrived per steamer *Choy Sang* they were drawn for at Kennedy's town depot on Saturday afternoon, the drawers being the Hon. J. J. Bell-Irving (two), Mr. J. McKie (two), Mr. F. H. Hohuke (two), Mr. D. Nowrojee, Mr. G. C. Fullerton, Mr. R. Shewan, Mr. Paul Jordan, Captain the Hon. H. Lambton, Dr. Jordan, Mr. A. Fuchs, and Mr. J. H. Lewis.

MISCELLANEOUS.

The following incident is surely a record in its class:—In 1861 a Manila watchman named Bargas employed by Messrs. Nicolson & Boyd was allowed sick leave, and Mr. Boyd told him to return when he felt better. On the 12th of December, 1898, Bargas called at the office of Messrs. Boyd & Co., Ltd., to see Mr. P. V. Grant who could identify him, and to report that as he was now quite restored to health, he was anxious to be reinstated in the post he occupied thirty-four years ago!—*N. C. Daily News*.

An amusing instance of Chinese presence of mind was exhibited the other day on board of the P. & O. steamer *Bullaarat*. A curio-dealer, on soliciting the patronage of a young Irish officer, who happened to be an expert at legerdemain, soon discovered there was a live turtle amongst his wares. When asked the price the wily Celestial blandly demanded 10 cents. Apparently pleased with his bargain and having safely deposited his newly acquired treasure, the officer dived a second time into the basket and again brought forth the live turtle. This also was parted with for a promised 10 cents. A third dip and a bunch of Canton lilies were *en évidence*. This was too much—the trader picked up his wares and bled for the gangway, muttering "Hab got deblo, hab got deblo!"—*N. C. Daily News*.

The *Japan Herald* of the 12th inst. says:—Last night, the Club Hotel was victimized by some of the Japanese boys employed there. A number of boys, who had found out that they were going to be dismissed, went at about noon to the Manager, Mr. Sioen, asking for immediate payment of their wages, as they wanted to leave at once. Mr. Sioen told them that they could only go after dinner that night, and as a precautionary measure, asked the police to send four policemen to the hotel at 8 o'clock. At about 6 o'clock the head cook, also a Japanese, put in an appearance, and then, evidently instigated by him, the boys went again to the Manager, asking for immediate payment; they were told to go and dress; they would be paid after dinner. But instead of dressing, they went into the kitchen, where they broke all the dishes, threw the dinner which had been prepared on the floor, and did damage to the extent of some four to five hundred yen. The police were at once called in and succeeded in arresting all the boys, but the head cook escaped, taking several things with him. Mr. Sioen engaged at once the French chef, formerly in the employ of the Oriental Hotel, and served dinner last night with only half an hour's delay. The above incident shows again how pleasant it is to have to deal with Japanese servants, and they deserve a full measure of punishment.

The *China Gazette* of the 12th December says:—We regret to have to chronicle the death of another "old China hand" to-day in the person of Mr. E. H. Lavers, who may fairly be described as another of the old land marks of Shanghai. Mr. Lavers was one of the best known clubmen here, and leaves hosts of friends to mourn his death. He came out originally to the house of Gilman & Co., which took an active part in starting the North-China Insurance Co. Limited, of which he was the Chairman for many years. Afterwards Mr. Lavers started business on his own account and became director of many public companies. For a long time past he was not in good health, and since his recent trip to Japan he failed still more rapidly and succumbed to a complication of diseases. Mr. Lavers was 62 years of age and was born in London. He leaves a widow—the daughter of another old China hand—and two daughters, with whom great sympathy is felt in their bereavement.

The *N. C. Daily News* of the 12th December says:—Mr. M. J. M. T. Valdez, Consul-General of Portugal and Senior Consul, gave a very pleasant tea-party at the Club de Recreio on Saturday afternoon, in honour of Dr. O. Stuebel, the retiring Consul-General of Germany, who is going home to-day on leave. Sir Nicholas and Lady and Miss Hannen, Mme. de Bezaure, and the members of the Consular Body, Tsai Taotai and his Secretary Mr. Fung Yee, and a large number of foreign residents of all nationalities were invited, so that the fine concert room of the Club was well filled. Mr. Valdez in a very neat speech in English proposed Dr. Stuebel's health, dwelling on the good work he had done for all foreigners here as Senior Consul, and the hospitality he had always shown, and the toast was drunk enthusiastically with three cheers. Dr. Stuebel acknowledged the toast in English, thanking Mr. Valdez and those present for their kindness, saying how gladly he would return to Shanghai if his Government sent him back, and proposing the prosperity of Shanghai, which was duly honoured. An hour or more was pleasantly passed with good music and conversation and the enjoyment of a most liberal provision of refreshments, and the assemblage gradually dispersed, thanking Mr. Valdez for having arranged so pleasant an opportunity to all of saying good-bye to Dr. Stuebel. There is no doubt that on his return to Berlin Dr. Stuebel will receive the promotion he has so well earned, and it is to be feared that we shall not see him back in China for some time.

COMMERCIAL.

TEA.

EXPORT OF TEA FROM CHINA TO UNITED KINGDOM AND CONTINENT.

	1898-99	1897-98
Hankow and Shanghai...	13,478,766	13,863,361
Foochow	12,102,373	12,331,149
Amoy	684,252	675,084
Canton	4,143,760	5,455,162
	30,710,181	31,979,141

EXPORT OF TEA FROM CHINA TO ODESSA.

	1898-99	1897-98
Shanghai and Hankow...	22,691,075	19,462,293

EXPORT OF TEA FROM CHINA TO UNITED STATES AND CANADA.

	1898-99	1897-98
Shanghai	13,171,662	18,823,511
Amoy	10,442,812	12,167,773
Foochow	6,360,976	7,826,613
	29,975,450	38,817,927

EXPORT OF SILK FROM CHINA AND JAPAN TO EUROPE.

	1898-99	1897-98
Shanghai	40,943	35,389
Canton	19,593	15,972
Yokohama	13,379	11,355
	73,915	62,716

SILK.

CANTON, 9th December.—Tsuttees.—Have been in good demand, but no settlements are reported for Europe. About 50 bales selected No. 1 have been sold for Bombay at \$415. Re-reels.—We hear of no settlements. Nos. 1, 2 and 3. Grant are in good demand, but nothing is obtainable. Filatures.—We had a steadily improving demand when on the 8th and 4th instant, on account of a movement signalled from Lyons, buying became general. Most of the refusals given were accepted and in two days the market was practically cleared. Prices advanced from \$20-40 per picul and it is to be feared that by exaggerating their demand the dealers will check the business. From prices paid we quote: \$790 for Kwong Shun Cheong, Kwong Shun Hang and Min King Lun 11/13. \$770-785 for Wing Wo Lun, Wing King Lin, Yee Wo Loong 9/11. \$770 for Cheong K'e, Kwong Yu Cheong 9/11. and Chun Sun Hang 10/12. \$745-760 for Hip Sam Choy, Min Po Sing Kwong Lun On, Lee Ling Lun, Yuk Wo Hing 10/12. Yu King Lun, Kwong Lun Hing, Mee Ker, Kwong Lun Fung, Kwong Ho, Kwang Sun On, Yu Wo Cheong 11/13. \$735-745 for Kwong Wo Shung, Kai Cheong Loong, Wai Lun King Kee, Kwong King Cheong and Wing King Lun 10/12. Yik Kee 11/13, \$690-685 for Yee Wo Loong 16/20. and Victoria 16/18, \$660-645 have been paid for Yee Wo Lun, Hing Lun, Loong K'e, Wing Hang Lun, etc. 11/13, and 13/15, \$640-635 for King Wo Cheong, Yee Wo Cheong and Wai King Wo 18/22, \$615-625 for King Wo Cheong 26/30. Short-reels.—Have also improved and \$730 for Chun Sun Hang 14/16 \$645-695 for Kam King, Min Pui Cheong and Min Wo Cheong 11/16, have been paid for 1st and 2nd 11/13 to 11/16. Good No. 3 all sizes are the most in demand but without sellers. Waste.—Large settlements strengthened the market and prices have advanced about 2 per cent. for double Extra Waste.

SHANGHAI, 17th December.—(From Messrs. A. B. Burkill & Sons' Circular).—The Home markets are firmer. Blue Elephants have risen to 11/0, and Gold Killings to 10/0 in London, whilst the quotation from Lyons for the latter chop is 10s. 28.25. Raw Silk.—The market is steady, and 500 bales of Tsuttees have been settled at quotations below. Yellow Silk.—There has been a good demand for Mieschow this week, total settlements of all classes of Yellow amount to 250 bales. Arrivals, as per Customs Returns, December 1st to 15th, are: 1,449 bales White, 175 bales Yellow, and 1,823 bales Wild Silk. Re-reels and Filatures.—This market is much quieter, one or two small transactions have taken in Hand Filatures for the Continent. The Export of Steam Filatures to date is: 1,906 bales to the Continent, 1,103 bales to America and 67 bales to England. Wild Silk.—Very little doing. Stocks are increasing. Waste Silk.—Nothing doing. Stocks are very light; shipments are 28 per cent. more than to this date last year. Prices calculated by Maerten's Tables at 11 per cent. Exchange 2/9½; Freight 11s. 7.8d. per bale.

	Tls.	Stlg.
Tsutes.—Mountain 4	492½	11/10
" Silver Double Elephant	467½	11/2½
" Blue Double Elephant	455	10/11
" Gold Killing	465	11/4
" Ohay Killing	442½	10/7½
Chinam.—Peach-tree 2	422½	10/2
Yellow Silk.—Mieschow	330 a 350	8/0 a 8/6
" Meeyang	335	8/1½
" Kopun	280	6/10½
" Wongchow, common	235	5/10
Hand Filatures.—Blue Pheasant 3	542½	12/1½
" Red Eagle 3	545	13/0½

EXPORT OF SILK FROM CHINA AND JAPAN TO AMERICA.	
1898-99	1897-98
bales	bales
Shanghai	3,951
Canton	6,603
Yokohama	13,751
	24,305
	33,844

EXPORT OF TEA FROM JAPAN TO UNITED STATES AND CANADA.	
1898-99	1897-98
lb.	lb.
Yokohama	24,488,025
Kobe	12,166,816
	36,654,841
	40,644,291

CAMPHOR.

HONGKONG, 23rd December.—The market is a little firmer. Quotations for Formosa are \$51.50 to \$51.00. Sales, 250 piculs.

HONGKONG, 23rd December.—There is little change to report in the position of this market. Quotations are:—
Shekloong, No. 1, White... 7.75 to 8.00 pic.
do. " " White... 7.25 to 7.40 "
Shekloong, No. 1, Brown... 5.5 to 5.1 "
do. " " 2, Brown... 4.97 to 4.00 "
Swatow, No. 1, White... 7.68 to 7.72 "
do. " " 1, " " 7.20 to 7.25 "
Swatow, No. 1, Brown... 4.12 to 4.97 "
do. " " 2, " " 4.75 to 4.80 "
Fung... 11.10 to 11.15 "
S... 10.12 to 10.14 "

MISCELLANEOUS EXPORTS.

Per Amer. ship, *William H. Connor*, sailed on the 4th Dec. From Hongkong for New York:—8,325 rolls matting, 4,695 packages tea, 2,176 packages firecrackers, 1,000 cases fans, 225 cases joss sticks, 137 bales rattanware, 130 cases merchandise and 23 cases Chinaware.

Per steamer *Siam*, sailed on the 14th December. For Havre:—79 bales canes and 420 rolls mats and matting. For Copenhagen:—4 cases sundries, 5 packages curios, 12 cases preserves, 20 cases chow chow, 25 bales canes, 66 packages rattan chairs, and 200 cases cassia. For Havre and/or Hamburg and/or London and/or Copenhagen:—250 cases cassia. For Tonsberg:—2 cases curios.

Per P. & O. steamer *Ceylon* sailed on the 14th December. For Manchester:—200 bales waste silk. For London:—21 cases cigars and 100 bales hemp, from Manila, 245 packages firecrackers, 20 boxes bristles, 197 cases Chinaware, 93 cases blackwoodware, 15 cases bamboo ware, 12 cases gongs, 3 cases and 80 bales feathers, 417 rolls matting, 6 packages effects, 1 case silk piece goods, 2 cases cigars, 250 cases plam leaf fans, 600 cases and 500 cases preserves, 5,691 boxes tea and 150 ½-chests tea.

Per steamer *Orestes*, sailed on the 14th December. For London:—2,952 boxes tea, 40 cases essential oil, 66 cases cigars, 20 cases bristles, 5 cases feathers, 47 cases Chinaware, 40 cases blackwoodware, 271 cases preserves, 100 bales waste silk, 468 packages shells, and 11 packages sundries. For London and/or Manchester:—250 bales waste silk. For London and/or Hamburg:—4 cases bristles. For London and/or Rotterdam:—25 cases preserves and 3 packages sundries. For Manchester:—3 packages sundries. For Liverpool:—1 case cigars. For Hamburg:—34 bales galangal. For Antwerp:—100 bales feathers. For Amsterdam and/or Rotterdam:—00 cases ginger. For Port Said:—21 packages chairs.

Per steamer *Marquis Barquehem*, sailed on the 15th December. For Trieste:—1,700 cassia lignea, 150 cases cassia buds, 400 bales cassia broken, 15 cases essential oil, 7 cases paper, 176 bales rattans, 285 cases staraniseed, 350 boxes tea, and 1 bale waste silk. For Fiume:—200 bales broken cassia. For Patras:—60 cases staraniseed. For Constantinople:—100 cases cassia lignea and 20 boxes tea. For Odessa:—1,750 cases cassia lignea and 150 cases staraniseed. For Smyrna:—20 cases essential oil and 20 boxes waste silk. For Port Said:—50 packages staraniseed.

Per steamer *Melbourne*, sailed on the 17th December. For France:—877 bales raw silk, 5 cases silks, 19 cases Chinaware, 2 cases curios, 7 cases books, 15 cases pumjum silk, 100 cases staraniseed, 60 cases cassia, 150 packages tea, 263 rolls matting, and 70 bales waste silk. For Milan:—10 bales raw silk and 3 bales waste silk. For London:—55 bales raw silk.

OPIUM.

HONGKONG, 23rd December. Bengal.—There has been very little doing in the interval and prices remain unchanged for New Patna at \$790, but have declined to \$785 for New Benares.

Malwa.—A few sales have taken place during the interval at rates very little different from the figures last quoted. At the close the market is weak at the following quotations:—
New... \$720 with all'nce of... to 1½ cty
Nid (2/3 yrs) \$750 " " 0 to 1 "
" (4/5 ") \$780 " " 1 to 1 "
" (6/7 ") \$800 " " 0 to 1 "

Persian.—The market has ruled very quiet without any alteration in rates. Latest quotations are \$450 to \$650 for Oily and \$640 to \$710 for Paper wrapped.

Today's stocks are estimated as under:—
New Patna... 1,01 chests
New Benares... 110 "
Old Benares... 18 "
Malwa... 688 "
Persian... 541 "

COURSE OF THE HONGKONG OPIUM MARKET.

DATE.	PATNA.		BENARES.		MALWA.	
	New.	Old.	New.	Old.	New.	Old.
1898.	\$	\$	\$	\$	\$	\$
Dec. 17	790	—	787½	—	720	—
Dec. 18	792½	—	787½	—	720	—
Dec. 19	793½	—	787½	—	720	—
Dec. 20	795	—	785	—	720	—
Dec. 21	795	—	785	—	720	—
Dec. 22	795	—	785	—	720	—
Dec. 23	795	—	785	—	720	—

COTTON.

HONGKONG, 23rd December.—Superior descriptions of New Cotton have been placed to a fair amount at a decline of \$1 to \$1 per picul. Old Indian in deratè enquiry. Stock, about 2,000 bales.

Bombay... 13.50 to 14.50 picul.
Kurrachee... to "
Bengal (New), Rangoon... 13.50 to 17.50 picul
and Dacca... "
Shanghai and Japanese... 18.5 to 19.00 "
Tungchow and Ningpo... 18.50 to 19.00 "
Madras (B at)... to "
Sales: 1,200 bales Bengal (New), Rangoon, and Dacca.

RICE.

HONGKONG, 23rd December.—The market continues to advance. Quotations are:—

Saigon Ordinary... \$2.67 to 2.70
Round good quality... 2.80 to 2.88
Long... 2.93 to 2.97
Siam, First, mid. and, No. 1... 2.75 to 2.80
" Garden, " No. 1... 3.05 to 3.10
" White... 3.85 to 3.90
" Fine Carg... 4.20 to 4.25

GATS.

HONGKONG, 23rd December.—No change to report in this market. Quotations are:—

if... \$13.00 to — ex ship, nominal
Australian... 10.00 to 12.50 ex ship, "
M... 9.00 to 11.50 nominal
and small... "
M... 8.00 to 9.50 ex ship, steady
Hong-y double... 12.00 ex Godown
screened... "
Hong-y Lump... 8.00 to 8.50 ex ship
Hong-y Dust... 5.50 to —
Brigates... 10.00 to —

MIS 'E LA 'EQU IMPORTS.

HONGKONG, 23rd December.—Among the sales reported during the week are the following:—

YARN AND PIECE GOODS.—Bombay Yarn.—10 bales No. 6 at \$7, 100 bales No. 8 at \$7, 200 bales No. 10 at \$7, 100 bales No. 12 at \$7, 200 bales No. 14 at \$7, 100 bales No. 16 at \$7, 100 bales No. 18 at \$7, 100 bales No. 20 at \$7, 100 bales No. 22 at \$7, 100 bales No. 24 at \$7, 100 bales No. 26 at \$7, 100 bales No. 28 at \$7, 100 bales No. 30 at \$7, 100 bales No. 32 at \$7, 100 bales No. 34 at \$7, 100 bales No. 36 at \$7, 100 bales No. 38 at \$7, 100 bales No. 40 at \$7, 100 bales No. 42 at \$7, 100 bales No. 44 at \$7, 100 bales No. 46 at \$7, 100 bales No. 48 at \$7, 100 bales No. 50 at \$7, 100 bales No. 52 at \$7, 100 bales No. 54 at \$7, 100 bales No. 56 at \$7, 100 bales No. 58 at \$7, 100 bales No. 60 at \$7, 100 bales No. 62 at \$7, 100 bales No. 64 at \$7, 100 bales No. 66 at \$7, 100 bales No. 68 at \$7, 100 bales No. 70 at \$7, 100 bales No. 72 at \$7, 100 bales No. 74 at \$7, 100 bales No. 76 at \$7, 100 bales No. 78 at \$7, 100 bales No. 80 at \$7, 100 bales No. 82 at \$7, 100 bales No. 84 at \$7, 100 bales No. 86 at \$7, 100 bales No. 88 at \$7, 100 bales No. 90 at \$7, 100 bales No. 92 at \$7, 100 bales No. 94 at \$7, 100 bales No. 96 at \$7, 100 bales No. 98 at \$7, 100 bales No. 100 at \$7, 100 bales No. 102 at \$7, 100 bales No. 104 at \$7, 100 bales No. 106 at \$7, 100 bales No. 108 at \$7, 100 bales No. 110 at \$7, 100 bales No. 112 at \$7, 100 bales No. 114 at \$7, 100 bales No. 116 at \$7, 100 bales No. 118 at \$7, 100 bales No. 120 at \$7, 100 bales No. 122 at \$7, 100 bales No. 124 at \$7, 100 bales No. 126 at \$7, 100 bales No. 128 at \$7, 100 bales No. 130 at \$7, 100 bales No. 132 at \$7, 100 bales No. 134 at \$7, 100 bales No. 136 at \$7, 100 bales No. 138 at \$7, 100 bales No. 140 at \$7, 100 bales No. 142 at \$7, 100 bales No. 144 at \$7, 100 bales No. 146 at \$7, 100 bales No. 148 at \$7, 100 bales No. 150 at \$7, 100 bales No. 152 at \$7, 100 bales No. 154 at \$7, 100 bales No. 156 at \$7, 100 bales No. 158 at \$7, 100 bales No. 160 at \$7, 100 bales No. 162 at \$7, 100 bales No. 164 at \$7, 100 bales No. 166 at \$7, 100 bales No. 168 at \$7, 100 bales No. 170 at \$7, 100 bales No. 172 at \$7, 100 bales No. 174 at \$7, 100 bales No. 176 at \$7, 100 bales No. 178 at \$7, 100 bales No. 180 at \$7, 100 bales No. 182 at \$7, 100 bales No. 184 at \$7, 100 bales No. 186 at \$7, 100 bales No. 188 at \$7, 100 bales No. 190 at \$7, 100 bales No. 192 at \$7, 100 bales No. 194 at \$7, 100 bales No. 196 at \$7, 100 bales No. 198 at \$7, 100 bales No. 200 at \$7, 100 bales No. 202 at \$7, 100 bales No. 204 at \$7, 100 bales No. 206 at \$7, 100 bales No. 208 at \$7, 100 bales No. 210 at \$7, 100 bales No. 212 at \$7, 100 bales No. 214 at \$7, 100 bales No. 216 at \$7, 100 bales No. 218 at \$7, 100 bales No. 220 at \$7, 100 bales No. 222 at \$7, 100 bales No. 224 at \$7, 100 bales No. 226 at \$7, 100 bales No. 228 at \$7, 100 bales No. 230 at \$7, 100 bales No. 232 at \$7, 100 bales No. 234 at \$7, 100 bales No. 236 at 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390 at \$7, 100 bales No. 392 at \$7, 100 bales No. 394 at \$7, 100 bales No. 396 at \$7, 100 bales No. 398 at \$7, 100 bales No. 400 at \$7, 100 bales No. 402 at \$7, 100 bales No. 404 at \$7, 100 bales No. 406 at \$7, 100 bales No. 408 at \$7, 100 bales No. 410 at \$7, 100 bales No. 412 at \$7, 100 bales No. 414 at \$7, 100 bales No. 416 at \$7, 100 bales No. 418 at \$7, 100 bales No. 420 at \$7, 100 bales No. 422 at \$7, 100 bales No. 424 at \$7, 100 bales No. 426 at \$7, 100 bales No. 428 at \$7, 100 bales No. 430 at \$7, 100 bales No. 432 at \$7, 100 bales No. 434 at \$7, 100 bales No. 436 at \$7, 100 bales No. 438 at \$7, 100 bales No. 440 at \$7, 100 bales No. 442 at \$7, 100 bales No. 444 at \$7, 100 bales No. 446 at \$7, 100 bales No. 448 at \$7, 100 bales No. 450 at \$7, 100 bales No. 452 at \$7, 100 bales No. 454 at \$7, 100 bales No. 456 at \$7, 100 bales No. 458 at \$7, 100 bales No. 460 at \$7, 100 bales No. 462 at \$7, 100 bales No. 464 at \$7, 100 bales No. 466 at \$7, 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bales No. 698 at \$7, 100 bales No. 700 at \$7, 100 bales No. 702 at \$7, 100 bales No. 704 at \$7, 100 bales No. 706 at \$7, 100 bales No. 708 at \$7, 100 bales No. 710 at \$7, 100 bales No. 712 at \$7, 100 bales No. 714 at \$7, 100 bales No. 716 at \$7, 100 bales No. 718 at \$7, 100 bales No. 720 at \$7, 100 bales No. 722 at \$7, 100 bales No. 724 at \$7, 100 bales No. 726 at \$7, 100 bales No. 728 at \$7, 100 bales No. 730 at \$7, 100 bales No. 732 at \$7, 100 bales No. 734 at \$7, 100 bales No. 736 at \$7, 100 bales No. 738 at \$7, 100 bales No. 740 at \$7, 100 bales No. 742 at \$7, 100 bales No. 744 at \$7, 100 bales No. 746 at \$7, 100 bales No. 748 at \$7, 100 bales No. 750 at \$7, 100 bales No. 752 at \$7, 100 bales No. 754 at \$7, 100 bales No. 756 at \$7, 100 bales No. 758 at \$7, 100 bales No. 760 at \$7, 100 bales No. 762 at \$7, 100 bales No. 764 at \$7, 100 bales No. 766 at \$7, 100 bales No. 768 at \$7, 100 bales No. 770 at \$7, 100 bales No. 772 at \$7, 100 bales No. 774 at \$7, 100 bales No. 776 at \$7, 100 bales No. 778 at \$7, 100 bales No. 780 at \$7, 100 bales No. 782 at \$7, 100 bales No. 784 at \$7, 100 bales No. 786 at \$7, 100 bales No. 788 at \$7, 100 bales No. 790 at \$7, 100 bales No. 792 at \$7, 100 bales No. 794 at \$7, 100 bales No. 796 at \$7, 100 bales No. 798 at \$7, 100 bales No. 800 at \$7, 100 bales No. 802 at \$7, 100 bales No. 804 at \$7, 100 bales No. 806 at \$7, 100 bales No. 808 at \$7, 100 bales No. 810 at \$7, 100 bales No. 812 at \$7, 100 bales No. 814 at \$7, 100 bales No. 816 at \$7, 100 bales No. 818 at \$7, 100 bales No. 820 at \$7, 100 bales No. 822 at \$7, 100 bales No. 824 at \$7, 100 bales No. 826 at \$7, 100 bales No. 828 at \$7, 100 bales No. 830 at \$7, 100 bales No. 832 at \$7, 100 bales No. 834 at \$7, 100 bales No. 836 at \$7

Victoria Lawn—12 yards ...	0.64 to 1.20
Fl. Cloth—5 lbs. (32 in.) Ord'y.	1.52 to 1.72
7 lbs. (32 in.)	1.85 to 2.10
6 lbs. (32 in.) Mexs.	1.62 to 1.82
7 lbs. (32 in.)	2.05 to 2.75
8 to 8.4 oz. (36 in.)	2.35 to 3.20
Drills, English—40 yds., 14 to 16 lbs.	3.65 to 3.35
FANCY COTTONS	
Turkey Re-Shirtings—14 to 18 lbs.	1.60 to 3.45
Broad—Dyed	3.00 to —
Damask	0.12 to 0.16
Chintzes—Assorted	0.08 to —
Velvets—Black—22 in.	0.20 to —
Velvets—18 in.	0.17 to 0.19
Handkerchiefs—Imitation Silk	0.25 to 1.25
WOOLLEN	
Spanish Stripes—Sundry chops	0.60 to 1.50
German	0.60 to 1.50
Habit, Med. and Broad Cloth	1.00 to 2.25
Long Ells—Scarlet	6.35 to 8.00
Assorted	6.15 to 8.10
Camlets—Assorted	12.00 to 32.00
Lastings—30 yds., 31 inches, Assorted	10.00 to 20.00
Orleans—Plain	7.50 to 9.00
Blankets—8 to 12 lbs.	3.50 to 14.00
METALS	
Iron—Nail Rod	4.00 to —
Square Flat Round Bar	4.10 to —
Swedish Bar	6.10 to —
Small Round Rod	4.45 to —
Hoop 1 to 1 1/2 in.	5.50 to —
Wire 15/25	9.00 to —
Old Wire Rope	1.50 to 2.50
Lead, 1 to B and Hare Chop	8.60 to —
Australian	8.45 to —
Yellow Metal—Muntz 14/20 oz.	34.50 to —
Vivian's 14/20 oz.	34.00 to —
Elton's 14/20 oz.	33.00 to —
Composition Nails	65.00 to —
Japan Copper, Slabs	38.00 to —
Tiles	33.00 to —
Cin.	— to —
tin plates	6.00 to —
Steel 1 to 1 1/2	5.50 to —
SUNDRIES	
Quick silver	137.50 to —
Window Glass	4.90 to —
Yellow Pine Oil	2.16 to —

HONGKONG, 17th December. (From Messrs. Noel, Murray & Co.'s Piece Goods Trade Report).—The week under review seems to have been more than ordinarily dull in this trade. The rising Exchange prevents any operations beyond quite a retail scale for current requirements, though the more favorable rate obtainable for forward business has facilitated the placing of some moderate line of Manchester goods for the Spring delivery. The Native Banks are withdrawing their funds, and credit is much restricted on all sides, which greatly hampers the trade, and is entirely due to the want of confidence in the future. There is a slightly better enquiry from Hankow springing from otherwise the attitude of the markets at our dependencies is unchanged. Telegraphic advices were received a day or two ago that the Tientsin River is closed, though it was anticipated that it might re-open at the next Spring tides. Politically everything is very quiet, but there is no improvement in the news of the situation in Szechuen. The market is certainly firm, as can be seen by the prices paid at Auction, and there is no reason to change the opinion that they will be higher, unless indeed Exchange upsets all calculations. More attention is being paid to Fancy goods, but operators are acting much more cautiously than formerly. Fancy Woollens are also embraced in the enquiry, but business is restricted by the firmness of the home market. Some further purchases of American Cotton Flannels have been made during the week, making fully 8,000 cases in all. This looks a full allowance for the requirements of next season, considering the large stock which the figures show must be here. There is, however, some reason to doubt the accuracy of these (which could only be through a considerable under estimate of the local consumption) as prices current

here now are much over the cost of replacing. Yarns appear to have touched bottom and there is more enquiry at slightly better prices, the market closing steady at the recovery. Buyers are commencing to arrange for supplies of the local spinnings for delivery for the first steamers for the North, and we look for a splendid demand for them, as it was only late last Summer that they were properly introduced to these markets.

METALS, 10th December. (From Messrs. Alex. Biffeld & Co.'s Report).—In Metals, no change has been reported during the week, enquiries being few and far between, and the outlook weak. Only one transaction has been reported, viz., 300 tons Griffin Nilrods at Tls. 2.02 1/2 spot.

JOINT STOCK SHARES.

HONGKONG, 3rd December.—A fair amount of general business has been transacted during the week, and rates, where not advancing, have in most cases remained steady to firm.

BANKS.—Hongkong and Shanghai have ruled rather quieter with sales at 250, 249, and 248 per cent. prem. for cash and at 254 per cent. for February. Nationals without change or business. The last rate in London for Hongkong and Shanghai Banks is £54 (per Reuter.)

MARINE INSURANCES.—China Traders have changed hands at \$62 1/2 and \$62. Cantons, Unions, and Straits have ruled neglected at quotations and without business. The Northern Insurances continue dull and locally without sales.

FIRE INSURANCES.—Hongkong Fires remain quiet with only small sales at \$320. China Fires are enquired for in small lots at \$88 and small sales have been effected at this rate.

SHIPPING.—Hongkong, Canton and Macao continue more or less out of the market and neglected at \$16 1/2. Indo-Chinas have improved their position to \$61 after sales at \$59 and \$60, market closing steady at \$61. China & Manilas have changed hands in small lots at \$95. Douglasses remain quiet with small sales at \$52. China Mutuals continue in small demand without bringing out any shares.

REFINERIES.—China Sugars have advanced to \$170 1/2 after fair sales at \$168, \$168 1/2, \$169, and \$170 for cash and at \$178 for March delivery, market closing firm. Luzons have ruled neglected and weak at \$55.

MINING.—Punjoms continue very quiet with only very small sales at \$6. 5. Charbonnages have changed hands at \$101 and are still wanted at that rate. Queens Mines and Jelebus at quotations. Olivers at \$5.4 and \$7, and Great Easterns at \$7.35, \$7.80, and \$7.75. Raubs have improved considerably and with a demand from the South have been done as high as \$41 1/2 ex div.; very few shares, however, have been obtainable, holders anticipating higher rates and a good New Year's crushing. The approach of the time when the completion of the new stampers and electric installation may reasonably be expected has a hardening effect on the market.

DOCKS, WHARVES, AND GODOWNS.—Hongkong and Whampoa Docks have experienced a boom, shares having changed hands as high as 290 per cent. prem. for cash after fair sales at 280, 285, 87, and 288. On time a few shares changed hands at 300 for March and 287 for February. The market closes weaker at 89 with sellers. There appears to be no particular reason for the boom, beyond the fact that the Docks are full of work. Kowloon Wharves are still in demand at \$75, but holders refuse to part. Wanchais continue unchanged and without business.

LANDS, HOTELS, AND BUILDINGS.—Hongkong Lands remain somewhat out of favour at \$75 with some business. Hotels have ruled steady and with fair sales at \$68, closing firmer with buyers at \$69. West Points remain on offer at \$19 and Humphreys Estates have changed hands in small lots at \$8.65.

COTTON MILLS.—Hongkongs have found small buyers at \$47 1/2 and continue in demand at that rate. The quotations for Shanghai Cottons are taken from the Shanghai circulars, there having been no local business or market.

MISCELLANEOUS.—Star Ferries have found buyers at \$10. Green Islands at \$14 1/2 and \$26 1/2. Watsons at \$2 1/2, Lees at \$1.0, and Fenwicks at \$29.0 to \$30. China Providents have changed hands in somewhat large lots at \$10 1/2.

Closing quotations are as follow:—

COMPANY	PAID UP	QUOTATION
Banks—		
Hongkong & Shanghai	\$125	248 1/2, prem. [435]
China & Japan, pref.	25	nominal
Do. ordinary	24	21
Do. deferred	21	25.5s.
Natl. Bank of China		
B. Shares	28	\$17 1/2, sellers
Founders Shares	28	\$17 1/2, sellers
Bell's Asbestos E. A.	21	nominal
Campbell, Moore & Co.	10	11
China Prov. L. & M.	10	\$10.25 sellers
China Sugar	100	\$170, buyers
Cotton Mills—		
Ewo	Tls. 100	Tls. 75 buyers
International	Tls. 100	Tls. 77
Laon Kung	Tls. 100	Tls. 80
Soyche	Tls. 500	Tls. 400
Yahluong	Tls. 100	Tls. 55
Hongkong	70	\$47 1/2, buyers
Dairy Farm Co.		\$5
Fenwick & Co., Geo.	25	\$31, buyers
Green Island Cement	10	\$20, buyers
Do New Issue	5	\$14, buyers
H. & China Bakery	50	\$23
Hongkong & C. Gas	10	\$126
Hongkong Electric	10	\$10 1/2, sellers
H. H. L. Tramways	100	\$120, ex div. b'ers.
Hongkong Hotel	50	\$60, buyers
Hongkong Ice	25	\$120, sales
H. & K. Wharf & G.	50	\$75, buyers
Hongkong Rope	50	\$17 1/2
H. & W. Dock	125	280 p. ct. prem. [435.25, sellers]
Insurances—		
Canton	50	\$150, sellers
China Fire	20	\$88, sal. & buyers
China Traders	25	\$62, sales & buyers
Hongkong Fire	50	\$320, sales
North-China	25	Tls. 180
Straits	20	\$7
Union	50	\$230, sellers
Yangtze	60	\$125
Land and Building—		
H. Land Investment	50	\$75, sal. & buyers
Humphreys Estate	10	\$75, sellers
Kowloon Land & B.	30	\$18
West Point Building	40	\$19, sellers
Luzon Sugar	100	\$50, eler.
Mining—		
Charbonnages	50	\$101, buyers
Great E. & Odoni	5	\$7.75
Jelebus	5	\$3.90, ex div.
Queens Mine—Ed.	25c.	15 ct., sales
Oliver's Mine, A.	5	\$7, buyers
Do. B.	25	\$5.0, buyers
Punjoms	5	\$6.25, sal. & sellers
Do. Preference	1	\$1.50
Raubs	14s. 10d.	\$41 1/2, buyer
New Amoy Dock	50	\$14 1/2, sales
Sea Ship Coy.—		
China and Manila	50	\$95
China Mutual Ord.	10	\$9.15, buyers
Do. Preference	10	\$10s., buyers
Do.	25	\$23, buyers
Douglas S. S. Co.	5	\$52, sales
H. Canton and M.	15	\$26 1/2, sales
Indo-China S. N.	10	\$1, sellers
Star Ferry	7 1/2	\$10, buyers
Tehran Planting Co.	5	\$7, sellers
Do.	2	\$3, sellers
United Asbestos	2	\$1.0, buyers
Do.	0	\$10, nominal
Wanchai Warehouse Co.	37 1/2	\$41
Watson & Co., A. S.	10	\$12 1/2, sales & sellers

J. Y. V. VERNON, broker.

SHA GHAI, 19th December. (From Messrs. J. P. Bisset & Co.'s Report).—The business done during the week has been small. Hongkong & Shanghai Bank shares have been in very strong demand. Shanghai & Hongkong Wharf shares have been wanted, but there being more buyers than sellers, prices weakened towards the close. Banks.—Hongkong & Shanghai Banking Corporation.—shares have been in strong demand, both locally and in Hongkong, but only a small business was done here in the absence of sellers. A cash sale was made at 240 per cent. premium. A purchase from Hongkong at 251 per cent. premium, costing 2 1/2 per cent. and 7 1/2 laid down here, is reported today. Marine Insurance.—Unions changed hands at \$225, for delivery on the 31st current. Fire Insurance.—There are buyers of China at \$88. Ship, ing.—Indo-China S. N. shares are offering at Tls. 43.50 for the 31st January. China Mutual S. N. Preference shares were placed at Tls. 71. Sugars.—Pink Sugar Cultivation shares were sold at Tls. 37 and Tls. 37.50, which rate there are shares offering. Mining.—No business has been reported. Docks, Wharves and Godowns.—Boyd & Co. shares changed hands at Tls. 185. Shares in S.

C. Farnham & Co. were parted with at Tls. 160. Shanghai & Hongkew Wharf shares have been in demand at lower prices. Cash shares were sold at Tls. 127.50, and business was done for March delivery at Tls. 135 and Tls. 132.50. Land.—Shanghai Land Investment shares are wanted at Tls. 85, while holders ask Tls. 90. Industrial.—International Cotton Mill shares were placed at Tls. 76 and Tls. 77 cash, Tls. 77 for the 31st current, and Tls. 80 to Tls. 81 for March delivery. Laou-kung-mow shares at Tls. 80 cash and Tls. 85 for March, and Soy-chees at Tls. 400. Old Ice shares were placed at Tls. 8. New Ice shares were sold at Tls. 26, and wanted. Tugs and Cargo Boats.—The Shanghai Tugboat Co. paid a third interim dividend of 5 per cent. for 1898 on the 15th instant. Taku Tug & Lighter shares were placed at Tls. 75. Miscellaneous.—Shanghai-Sumatra Tobacco shares were sold at Tls. 68, and Tls. 69 cash, and Tls. 70 for the 31st current, cum the second interim dividend of 15 per cent. in respect of the crop of 189. Shanghai-Lankat Tobacco shares changed hands at Tls. 120 for Old cum New at par, and New, with Tls. 75 paid up, at Tls. 85. Hair & Holz shares were sold at \$31 to \$31.50, and are wanted. Loans.—Shanghai & Hongkew Wharf 6 per cent. Debentures were placed at Tls. 100.50, plus the accrued interest, as usual.

BANKS.
Hongkong and Shanghai —\$435.00.
Bank of China and Japan, defd.—25.50.
Do. ordinary—Nominal.
National Bank of China, Ltd.—\$17.00.
COTTON MILLS.
Ewo Cotton Spinning & W. Co., Ltd.—Tls. 76.00.
Hongkong Cotton S. W. & D. Co.—50.00.
International Cotton Man. Co., Ltd.—Tls. 76.00.
Laou-kung-mow Cotton Co., Ltd.—Tls. 80.00.
Soy Chee Cotton Spinning Co., Ltd.—Tls. 40.00.
DOCKS, WHARVES, &c.
Ryji & Co., Ltd., Founders.—Nominal.
Boyl & Co., Limited.—Tls. 185.00.
Hongkong & Kowloon Wharf Company.—\$714.
Hongkong and Whampoa Dock Co., Ltd.—\$462.00.
S. C. Farnham & Co.—Tls. 160.00.
Shanghai Engineering & D. Co.—Tls. 88.00.
Shanghai & Hongkew Wharf Co.—Tls. 127.50.

INSURANCES.
Canton Insurance Office, Ltd.—\$150.00.
China Fire Insurance Co., Ltd.—\$88.00.
China Traders' Insurance Co., Ltd.—\$61.00.
Hongkong Fire Insurance Co., Ltd.—\$325.00.
North China Insurance Co., Ltd.—Tls. 180.00.
Straits Insurance Co., Ltd.—\$7.25.
Union Insurance Society of Canton, Ltd.—\$225.
Yangtze Insurance Association, Ltd.—\$130.

LANDS.
Hongkong Land Invest. & A. Co., Ltd.—\$75.
Hun Jireys Estate and Finance Co., Ltd.—\$84.
Shanghai Land Invest. Co. (fully pd.)—Tls. 90.00.

MINING.
Punjom Mining Co., Ltd.—\$6.00.
Punjom Mining Co., Ltd., pref. shares.—\$1.60.
Ramb Australia Gold Mining Co., Ltd.—\$37.00.
Sericid Consolidated Co.—Tls. 2.00.

SHIPPING.
China Mutual preference.—Tls. 71.00.
Do. ordinary, 25 paid.—Tls. 23.00.
Co-operative Cargo Boat Co.—Tls. 140.00.
Douglas Steamship Co., Ltd.—\$53.50.
Hongkong, Canton and Macao.—\$27.00.
Indo-China Steam N. Co., Ltd.—Tls. 43.25.
Shanghai Cargo Boat Co.—Tls. 16.00.
Shanghai Tugboat Co., Ltd.—Tls. 20.00.
Taku Tug & Lighter Co., Ltd.—Tls. 75.00.

SUGAR.
China Sugar Refining Co., Ltd.—\$166.75.
Luzon Sugar Refining Co., Ltd.—\$59.00.
Perak Sugar Cultivation Co., Ltd.—Tls. 37.50.

MISCELLANEOUS.
American Cigarette Co.—Tls. 62.50.
Central Stores, Ltd.—\$10.00.
China Flour Mills Co.—Tls. 45.00.
Hall & Holtz, Ltd.—\$31.50.
Llewellyn & Co., J., Limited.—\$7.50.
Major Brothers, Limited.—Tls. 32.50.
Shanghai Feather Cleaning Co.—Tls. 400.00.
Shanghai Gas Co.—Tls. 210.00.
Shanghai Horse Bazaar Co., Ltd.—Tls. 57.50.
Shanghai Ice, Cold Storage, & Refrigeration Co., Ltd.—Tls. 26.00.
Shanghai Ice Company—Tls. 85.00.
Shanghai Lankat Tobacco Co., Ltd.—Tls. 120.00.
Do. New Issue.—Tls. 85.
Shanghai Rice Mills Co.—Tls. 27.00.
Shanghai-Sumatra Tobacco Co.—Tls. 68.00.
Shanghai Waterworks Co., Ltd.—Tls. 280.00.
Watson Co. A. S. Limited.—\$9.12.

TONNAGE.

HONGKONG, 23rd December.—Since last report there has been a better demand but rates show no improvement on previous settlements.

Saigon to Hongkong, medium sized tonnage is wanted at 13 cents per picul; small carriers are wanted for Amoy and for Tamsui middle of January loading, while to the Philippines 27 cents is offered for loading at above date.

Bangkok there is scarcely any demand for ready tonnage the rate being nominally 22½ cents inside and 17 cents outside the bar.

Japan coal freights are quiet, to this at \$240, to Singapore \$3 per ton.

Sailing tonnage.—Hence to New York there is little or no demand; the enquiries for Callao and San Francisco have been filled by the settlements mentioned below.

There are five disengaged sailing vessels in port, registering 9,033 tons.

The following are the settlements:—

Queen Margaret—British bark, 1,999 tons, hence to San Francisco, private terms.

Evie J. Ray—American bark, 919 tons, Mantung to Singapore, \$3.40 in full.

Atlantic—German bark, 33 tons, Rajang to Hongkong, \$1.15 in full.

Beechdale—British bark, 1,271 tons, hence to Callao, \$2,100 in full.

Produce—Norwegian steamer, 1,002 tons, Singapore to Hongkong, timber, \$9.00 in full.

Tordenskjold—Norwegian steamer, 94 tons, Singapore to Hongkong, timber, \$9.00 in full.

Nord—Norwegian steamer, 767 tons, Moji to Singapore, \$3 per ton.

Bengloe—British steamer, 1,433 tons, Moji to Singapore, \$3.10 per ton.

Hin Sang—British steamer, 1,536 tons, Moji to Singapore, \$3 per ton.

Kwong Sang—British steamer, 989 tons, Moji to Saigon, \$3 per ton.

Marie Johnson—German steamer, 1,771 tons, Moji to Hongkong, \$2.10 per ton.

Martha—German steamer, 1,580 tons, Moji to Hongkong, \$2.15 per ton.

Svalow—German steamer, 724 tons, Moji to Hongkong, \$2.40 per ton.

Chittagong—British steamer, 1,241 tons, Mororan to Hongkong, \$2.50 per ton.

Astrid—Norwegian steamer, 975 tons, Hongay to Hongkong, \$1.40 per ton.

Kniesberg—German steamer, 647 tons, Hongay to Hongkong, \$1.40 per ton.

Piccola—German steamer, 875 tons, Saigon to one port Philippines, 27 cents per picul.

Ingraham—German steamer, 894 tons, hence to Saigon and back with passengers, 16 cents per picul; and re-chartered Saigon to Hongkong, cargo, 18½ cents per picul.

Kongbeng—British steamer, 862 tons, Saigon to Hongkong, 12½ cents per picul.

China—German steamer, 1,271 tons, Saigon to Hongkong, 12½ cents per picul.

Taicheong—German steamer, 939 tons, Saigon to Hongkong, 13 cents per picul.

Tetartos—German steamer, 1,812 tons, Saigon to Hongkong, 12 cents per picul.

Hsiping—Chinese steamer, 1,351 tons, two trips, Bangkok to Hongkong, 25 and 20 cents per picul.

Foochow—British steamer, 1,253 tons, four ports Java to Hongkong, 27 cents per picul.

Yedo Maru—Japanese steamer, 1,068 tons, monthly, 3 months, \$4.50 per month.

Katsuyama Maru—Japanese steamer, 1,87 tons, monthly, 3 months, \$4.50 per month.

Tetartos—German steamer, 1,578 tons, monthly, 2 months, \$5.00 per month.

Sullberg—German steamer, 732 tons, monthly, 8 months, \$5.20 per month.

EXCHANGE.

FRIDAY, 23rd December.

ON LONDON.—

Telegraphic Transfer 1/11½
Bank Bills, on demand 1/11½
Bank Bills, at 30 days' sight 1/11½
Bank Bills, at 4 months' sight 1/11½
Credits, at 4 months' sight 1/11½
Documentary Bills, 4 months' sight 2/00

ON PARIS.—

Bank Bills, on demand 2.47½
Credits, at 4 months' sight 2.52

ON GERMANY.—

On demand 2.00

ON NEW YORK.—

Bank Bills, on demand 47½
Credits, 60 days' sight 48½

ON BOMBAY.—

Telegraphic Transfer 146½
Bank, on demand 147

ON CALCUTTA.—

Telegraphic Transfer 146½
Bank, on demand 147

ON SHANGHAI.—

Bank, at sight 72
Private, 30 days' sight 73

ON YOKOHAMA.—

On demand 34 ½ pm.

ON MANILA.—

On demand 2 ½ pm.

ON SINGAPORE.—

On demand 1 ½ pm.

SOVEREIGNS Bank's Buying Rate 10.04

GOLD LEAF, 100 fine, per taal 52.75

VESSELS ON THE BERTH

For LONDON.—Sumatra (str.), Elphinstone (str.), Glenavon (str.), Belgic (str.), Hector (str.), Coromandel (str.), Sanuki Maru (str.), Hakata Maru (str.).

For BREMEN.—Prinz Heinrich (str.).

For MARSEILLES.—Sanuki Maru (str.), Hakata Maru (str.), Ernest Simons (str.).

For HAMBURG AND HAMBURG.—Heidelberg (str.).

For HAMBURG AND ANTWERP.—Astoria (str.).

For GEORGE AND HAMBURG.—Sibiria (str.).

For SAN FRANCISCO.—Coptic (str.), Astor (str.), America Maru (str.).

For VANCOUVER.—Empress of China (str.).

For ICTORIA, B.C., AND COMA.—Tacoma (str.).

For PORTLAND, O.—Columbia (str.).

For SAN DIEGO.—Carlisle City (str.).

For NEW YORK.—Iolani (str.), Reuce, Glenartney (str.), Mogul (str.).

For AUSTRALIA.—Taiyuan (str.), Taitan.

For THURSDAY ISLAND.—Omi Maru (str.).

SHIPPING.

ARRIVALS AND DEPARTURES SINCE LAST MAIL.
HONGKONG.

December—

ARRIVALS.

17, Propontis, British str., from Saigon.
17, Phra Ubon Kiso, Brit. str., from Bangkok.
17, Kwongsang, British str., from Taku.
17, Choysang, British str., from Shanghai.
17, Humber, British storeship, from Foochow.
17, Prinz Heinrich, Ger. str., from Bremen.
17, Abner Coburn, Amr. ship, from New York.
17, Paramita, Amr. ship, from New York.
17, Cheangohe, British str., from Straits.
17, Fausang, British str., from Java.
17, Hoihao, French str., from Hoikow.
18, Ariel, Norwegian str., from Shanghai.
18, Devawongse, British str., from Bangkok.
18, Kingsing, British str., from Shanghai.
18, Tetartos, German str., from Moji.
18, Kwanglee, Chinese str., from Canton.
18, Taiwan, British str., from Canton.
19, Sagami Maru, Japanese str., from Amoy.
19, Ludus, French str., from Marseilles.
19, Nanchang, British str., from Amoy.
19, Waterwitch, British s.v., from Tanghai.
19, Mesfoo, Chinese str., from Shanghai.
19, Loongmoon, German str., from Canton.
19, Braemar, British str., from Yokohama.
19, Sullberg, German str., from Haiphong.
19, Yiksang, British str., from Manila.
19, Kwangping, Chinese str., from Canton.
20, Nestor, British str., from Liverpool.
20, Hongkong Maru, Jap. str., from Singapore.
20, Thales, British str., from Coast Ports.
20, Suisang, British str., from Calcutta.
20, anchow, British str., from Swatow.
20, St. Mark, Amr. ship, from New York.
20, Unity, Norwegian str., from Canton.
21, Anping, Chinese str., from Canton.
21, Belgic, British str., from San Francisco.
21, Ebani, British str., from Moji.
21, Hai-long, British str., from Tamsui.
21, Kweilin, British str., from Chinkiang.
21, Triumph, German str., from Pakhoi.
21, Yamashiro Maru, Jap. str., from Australia.
21, Amigo, French str., from Moji.
21, Nanyang, German str., from Taiwanfoo.
21, Shansi, British str., from Canton.
21, Kaifong, British str., from Tongku.
21, Fushun, Chinese str., from Shanghai.
22, Hermes, Norwegian str., from Canton.
22, Nindobona, Austrian str., from Trieste.
22, Clara, German str., from Haiphong.
22, Robillar, British str., from Yokohama.
22, Bamberg, German str., from Moji.
22, Hiroshima Maru, Jap. str., from Singapore.
22, Hokoku Maru, Japanese str., from Moji.
22, Menmuir, British str., from Melbourne.
22, Pronto, German str., from Tournon.
22, Tientsin, British str., from Chefoo.
22, Yungching, Chinese str., from Taku.
22, Coromandel, British str., from Shanghai.
22, Kianguan, Chinese str., from Chinkiang.
22, Edgar, British cruiser, from Singapore.
22, Chingping, Chinese str., from Tientsin.

22, Beechdale, American bark, from N. York.
 22, Indrani, British str., from New York.
 22, Holstein, German str., from Saigon.
 22, Prosper, Norwegian str., from Bangkok.
 22, Wingsang, British str., from Canton.
 23, Haimun, British str., from Tamsui.
 23, Esang, British str., from Chinkiang.
 23, Glenartney, British str., from Amoy.
 23, Hikosan Maru, Jap. str., from K'notzu.
 23, Kaivsborg, German str., from Hongay.
 23, Sanuki Maru, Jap. str., from Shimonoseki.
 23, Wosang, British str., from Tientsin.
 23, Asteo, Hawaiian str., from San Francisco.
 23, Sunghiang, British str., from Manila.
 23, Hue, French str., from Haiphong.
 23, Carleton, American ship, from New York.

December—DEPARTURES.

17, Concord, Amr. cruiser, for Manila.
 17, Ariake Maru, Jap. str., for Kuteinotzu.
 17, Feiching, Chinese str., for Shanghai.
 17, Catherine Apcar, British str., for Calcutta.
 18, Astrid, Norw. str., for Hongay.
 18, Hermes, Norw. str., for Canton.
 18, Foochow, British str., for Sourabaya.
 18, Formosa, British str., for Swatow.
 18, Konigsberg, Ger. str., for Hamburg.
 18, Loosok, British str., for Bangkok.
 18, Choyssang, British str., for Canton.
 19, Prinz Heinrich, German str., for Shanghai.
 19, Hohenzollern, German str., for Y'hama.
 19, Meefoo, Chinese str., for Canton.
 19, Kingsing, British str., for Canton.
 19, Taiwan, British str., for Shanghai.
 19, Nanchang, British str., for Samarang.
 19, Esmeralda, British str., for Manila.
 19, Ariel, Norwegian str., for Canton.
 19, Indus, French str., for Shanghai.
 20, Hailan, French str., for Pakhoi.
 20, Kwanglee, Chinese str., for Shanghai.
 20, Lennox, British str., for Portland Or.
 20, Kiukiang, British str., for Shanghai.
 20, Chowfa, British str., for Bangkok.
 20, Hating, French str., for Haiphong.
 21, Hangchow, British str., for Canton.
 21, Sam. Skolfeld, Amr. ship, for Boston.
 21, Empress of Japan, Brit. str., for Vancouver.
 21, Quarta, German str., for Bangkok.
 21, Hsiping, Chinese str., for Bangkok.
 21, Taichow, British str., for Swatow.
 21, Cheangchow, British str., for Amoy.
 21, Else, German str., for Haiphong.
 21, Hoihao, French str., for Hoihow.
 21, Hinsang, British str., for Yokohama.
 21, Loongmo, German str., for Shanghai.
 21, Salabadgi, German str., for Kobe.
 21, Jacob Diederichsen, Ger. str., for Nagasaki.
 21, Tritos, German str., for Saigon.
 21, Terrier, Norw. str., for Vladivostock.
 22, City of Rio de Janeiro, Amr. str., for San Francisco.
 22, Braemar, British str., for New York.
 22, Nestor, British str., for Shanghai.
 22, Hongkong Maru, Jap. str., for Kobe.
 22, Kong Beng, British str., for Saigon.
 22, Benlawers, British str., for Saigon.
 22, Ebani, British str., for Canton.
 22, Drumeltan, British ship, for New York.
 22, Kweilin, British str., for Canton.
 22, Thales, British str., for Swatow.
 22, Chihli, British str., for Swatow.
 22, Anping, Chinese str., for Shanghai.
 22, Fushun, Chinese str., for Canton.
 22, Kiangnan, Chinese str., for Canton.
 22, Shansi, British str., for Shanghai.
 22, Yiksang, British str., for Saigon.
 22, Hermes, Norwegian str., for Hongay.
 22, Kreyser, Russian cr., for Singapore.
 22, Tientsin, British str., for Canton.
 23, Nanyang, German str., for Swatow.
 23, Triumph, German str., for Hoihow.
 23, P. C. Kiao, British str., for Pangkok.
 23, Hailong, British steamer, for Amoy.
 23, Unity, Norwegian str., for Port Arthur.
 23, Vindobona, Austrian str., for Yokohama.
 23, Trigon, British str., for Balik Papan.
 23, Kenmore, British str., for Shanghai.
 23, Sagami Maru, Japanese str., for Shanghai.
 23, Yamashiro Maru, Jap. str., for Nagasaki.
 23, Kansu, British str., for Shanghai.

PASSENGER LIST.

ARRIVED.

Per *Melbourne*, for Hongkong from Yokohama, Messrs. G. Kati, Wirbel, Sister Louin Philotti, Messrs. Mark Leong and Majee Jokinier; from Kobe, Mr. and Mrs. B. W. Barton, Mr. and Mrs. O. P. Robinson, Mrs. B. M.

Anderson, Mr. G. I. Hazard, Col. Montgomery, Messrs. M. J. Eraves, D. A. Owieto, G. Vanostrouki, M. P. Rankin, J. O. Hutchinson, Matsugawa, Cheng Chan, Con Yu Bon, Mr. and Mrs. Low Cheek Seng; from Shanghai, Mr. and Mrs. Craze, Messrs. Woullemier, Ch. Pellerin, Lami, Mrs. Noronha and 3 children, and Mr. E. Grosclaude.

Per *Prinz Heinrich*, from Bremen, Her Royal Highness Princess Henry of Prussia, Maid of Honour, Miss Ulrike von Planken, Chamberlain, Count Hahn-Neuhaus; Dr. von Schab, Mr. and Mrs. Ch. Inebald and family, Mr. Brayne, Mr. H. Wilzer, Mr. C. West, Mr. Kunst, Professor T. L. Janson, Mr. E. Siemssen, Lieut. F. P. Worsley, Lieut. R. Isaacs, Lieut. A. A. W. Spencer, Mr. and Mrs. Ellinger, Mr. Raspe, Dr. Noble, Mr. H. Eidenreich, Mr. Ph. Moeller, Capt. P. Voss and wife, Mr. O. Fehling, Miss M. Nurse, Rev. C. D. Cousins, Mrs. Tack and family, Miss Paterson, Mrs. May E. Wakeford, Mr. and Mrs. James Walker, Pater Agostin Placzer, Sisters Virginia Carati, Melania Marin, Maria Borgonovo, Maria Mari, Mr. Ho Chai Lau, Dr. Haberer, Mr. and Mrs. Ebert, Mr. Robert Wendt, Lieut. Lea Liu Tak, Mr. and Mrs. Schaub, Mr. and Mrs. Gusmann, Miss Rosa Kopp, Mr. S. Brash, Mr. Kais, Chinese Comdr. Lo Kok Hee, Mr. Walther Behr, and Brother Paul Eduard.

Per *Indus*, for Hongkong from Marseilles, Mr. Goudard, Mrs. Goudard and daughter, Sisters Feline Jourdan, Aime Clement, Alph. Baquet, Revs. Baldi and Gervais; from Singapore, Messrs. Taia Tung Hee, Ah Yung Seng, Weimand, V. Debble, Nam Hum, and J. Smith; from Saigon, Messrs. Meassari Roland, Carranza, Yeo Seng Chong, Ernest Hay, and J. A. Wattie. For Shanghai from Marseilles, Messrs. Nigon and Diamanti, Mr. and Mrs. Chusseau, Mr. D'Anthouard, Mrs. Arranger and 2 children, Messrs. Diamanti and Arnold; from Port Said, Mr. and Mrs. Jadah, Mrs. Golstein and 2 children; from Singapore, Mrs. Holton. For Nagasaki from Marseilles, Mr. and Mrs. de Lohmen and daughter; from Port Said, Mr. Cooper, Mrs. Bralowski and 4 children, and Mr. Brinking; from Singapore, Mr. Tsura. For Kobe from Marseilles, Messrs. Drabble, Musgrave, Mihni, Schnidi, Dr. and Mrs. Little, Mr. Lorshand, Mr. and Mrs. Klinger and 3 children, Messrs. Lorrain, Ivavrazawal, and C. Gsell; from Suez, Mr. R. Zeckl; from Colombo, Messrs. Gordon Smith and Ruttkay Udo; from Singapore, Mr. Richards.

Per *Belgie*, from San Francisco, Capt. C. C. Cornwell, U.S.N., Lieuts. C. E. Vreeland, U.S.N., W. P. Elliott, U.S.N., J. H. Bull, U.S.N., C. E. Fox, U.S.N., R. P. Niblack, U.S.N., Messrs. J. P. Morton, U.S.N., W. L. Littlefield, U.S.N., Jas. Donald, U.S.N., Leiman, Miss Helen Penney, Mrs. Doertenbach and child, Mrs. E. H. Luze, Rev. M. McKenzie, Mrs. McKenzie and 2 children. From Yokohama, Lieut. P. W. Horrigan, U.S.N., Dr. James Stoughton, U.S.N., Mrs. Leiper, Dr. Bedloe, Messrs. L. Lodow and T. D. McKay. From Kobe, Mr. and Mrs. F. X. da Castro, Major Stephen, Mr. H. R. Whittier, Miss H. Whittier, Miss I. Whittier, and Mr. C. H. Camroden. From Nagasaki, Mr. and Mrs. Jack Latta. From Shanghai, Mrs. W. C. Flavel, Misses Flavel (2), Messrs. J. D. Barretto and H. Peterson, U.S.N., Mrs. Peterson, Mrs. Norris, Capt. Cunningham, and Mrs. Sutherland.

Per *Coromandel*, from Shanghai for Hongkong, Mr. and Mrs. H. H. Wills, Mr. and Mrs. K. Nagao, Messrs. F. Poate, F. M. Seymour, G. F. Jordan, R. Neville, F. Grayow, Mrs. Atken, Mrs. Mitchell, Messrs. E. F. Gibson, G. Von Reinohl, and Downing; for Singapore, Mr. J. A. N. Pickering; for Penang, Mr. and Mrs. J. M. Dow; for Bombay, Mr. J. E. Judah; for Port Said, Mr. Von Schoultz; for Brindisi, Mrs. and Miss Fiske; for London, Mr. and Mrs. Whitehouse. From Yokohama, for London via Marseilles, Mr. and Mrs. A. J. Robertson.

DEPARTED.

Per *Nippon Maru*, for Amoy, Messrs. K. Hasegawa, Y. O. Kuda, and Lung Sing; for Shanghai, Mr. J. E. Subenman, Mrs. N. E. Sharpeiff, Miss N. D. Wills, Messrs. W. F. Wallis, W. J. Bull, W. E. Doe, John Doe, Mrs. L. Inokay, Messrs. Eric Inokay, T. Anderson, Su Bak Sing, J. Goodnow, Mr. and Mrs. Orr

Ewing, Miss Ashboy Ewing, Masters Archie, Amy Ewing and Governess, Mrs. Bremner, Master Lyneth Bremner, Miss Fenner Bremner, Messrs. Tolmin and E. W. Downing; for Kobe, Mr. A. W. Sheriff; for Yokohama, Messrs. P. Morris, H. Kobayashi; for Honolulu, Mr. Lee Shu Yow, Master Lam Chan Hoi; for San Francisco, Messrs. Robt. L. Officer, W. J. Stark, A. G. Gaughran, J. O. Waybright, J. McKenzie, G. J. Guenther, J. W. Nieson, L. T. Wilner, A. G. Wright, J. Keith, Mr. and Mrs. A. Lee, Messrs. A. C. Roberts, C. Taake, T. D. Brooks.

Per *Melbourne*, from Hongkong for Saigon, Mr. and Mrs. E. Mayer, Sister J. Benoit, Misses M. Place, D. Leon, and Dan, Messrs. E. Marin and C. Valois; for Singapore, Messrs. J. Ellsworth, C. Hutchinson, and P. Niediech, Mrs. M. Warren, Messrs. M. Ebrahimjee and C. Polson, Mrs. Musso and child, and Mr. B. Tutor; for Colombo, Mr. Thomas Fairburat; for Marseilles, Mr. and Mrs. Barretto and 2 children, Messrs. H. E. Wadman and Hugh Grovesnor, Mr. and Mrs. J. M. Welsh, Miss Beatrice Welsh, Miss Maud Welsh, Mr. and Mrs. A. Aroca, Mr. A. Blinkeberg, Miss Sore, Mr. and Mrs. J. Alvarez, Mr. and Mrs. R. Ayuso and 2 children, Messrs. L. Martinez, M. Martinez, F. Vega, M. Gamboa, I. Yguasguia, J. Palacios, J. Espierres, J. M. Lafmerta, and J. Ante Dumano.

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